

FILE NUMBER: Z190-341(RM) **DATE FILED:** August 24, 2020
LOCATION: Southwest and northwest corners of Merrell Road and Midway Road
COUNCIL DISTRICT: 13 **MAPSCO:** 24 K
SIZE OF REQUEST: Approx. 42.11 acres **CENSUS TRACT:** 95.00

REPRESENTATIVE: Andrew Ruegg and Dallas Cothrum, MASTERPLAN

OWNER/APPLICANT: The Episcopal School of Dallas

REQUEST: An application for an amendment to and an expansion of Planned Development District No. 400 on property zoned Planned Development District No. 400 and an R-16(A) Single Family District with consideration given for a Specific Use Permit for an open space use.

SUMMARY: The purpose of the request is to allow for the expansion of PD No. 400 and amend the PD regulations primarily in relation to permitted uses, parking, landscaping, screening, lighting, and traffic management plan. [Episcopal School of Dallas]

CPC RECOMMENDATION: **Approval**, subject to a revised development plan, a south and southwest landscape buffer exhibit, a revised traffic management plan, and conditions; and **approval** of a Specific Use Permit for special events for Eagle Way Outdoor Learning Space for a five-year period, subject to a site plan and conditions.

STAFF RECOMMENDATION: **Approval**, subject to a revised development plan, a south and southwest landscape buffer exhibit, a revised traffic management plan, and staff's recommended conditions; and **denial** of a proposed Specific Use Permit for an open space use.

BACKGROUND INFORMATION:

- The Episcopal School of Dallas was established in 1974 and currently operates as a private school use with an enrollment of 1,158 students.
- On June 22, 1994, the City Council approved Planned Development District No. 400 for R-16(A) Single Family District uses and a private school use for an area totaling 35.173 acres.
- The City Council approved three amendments to PD No. 400 and the City Plan Commission approved ten minor amendments between October 13, 1994 and June 14, 2018. The following development plan amendments and minor amendments and dates are listed below:
 - On June 14, 2018, the City Plan Commission approved a minor amendment for the development plan that included two locations for the lower school play areas; adjustments to the north parking lot and facilities management building; and standardizing development charts as required along with general realignment of the site to reflect what was currently built.
 - On August 8, 2013, the City Plan Commission approved a minor amendment for the development plan and landscape plan was approved to provide three water towers 7'3" tall and an enclosed pump north of the existing tennis courts along the northern property line for onsite irrigation operations.
 - On April 23, 2009, the City Plan Commission approved a minor amendment for the development plan and landscape plan was approved to clarify the various areas of improvements surrounding the tennis court area north of Merrell Road and some building footprints in the main campus area. The off-street parking areas were also updated, and the proposed required parking figures were not changed.
 - On September 18, 2008, the City Plan Commission approved a minor amendment for the development plan that included two additional tennis courts and a pavilion on the portion of the site on the north line of Merrell Road; new structures within the southwest quadrant of the site; and a covered walkway within the southern half of the site.
 - On August 11, 2005, the City Plan Commission approved a minor amendment for the development plan and landscape plan to provide a 5,400 square-foot lunch area (4,500 square feet for the eating area and a 900 square foot covered walkway).
 - On December 16, 2004, the City Plan Commission approved a minor amendment to the development plan and landscape plan that included a transfer of the floor area development rights from Phases V, VI, and X to Phase VIII; revisions to the off-street parking areas to accommodate the requested

increase in classrooms; provide for additional covered walkways; and provide details for press box and stadium seating along with the relocation of a light standard within this area.

- On December 4, 2003, the City Plan Commission approved a minor amendment to the development plan and landscape plan that included revisions of the footprint for Phases VII, VIII, IX, X and XI; revisions to the off-street parking areas on Tract 1; provide for additional restroom and locker room amenities within the stadium footprint; and revisions to the landscape plan to provide for alternate perimeter landscape plantings.
- On October 11, 2000, the City Council approved an amendment to the development plan/conceptual plan and conditions for PD No. 400.
- On June 24, 1999, the City Plan Commission approved a minor amendment to the development plan to allow for the construction of five modular buildings to be used as classrooms and a bookstore.
- On July 23, 1998, the City Plan Commission approved a minor amendment to the development plan to allow for the development of a 1,960 square foot building to be used as a business office and the construction of 10 additional parking spaces.
- On October 13, 1994, the City Plan Commission approved a minor amendment for the addition of a 26,790 square foot Math and Science building with ten middle school and nine high school classrooms with a maximum height of 35 feet and two stories. This is the Phase IV Cook Building on the current site plan.
- On June 22, 1994, the City Council approved Planned Development District No. 400, located on the northwest and southwest corners of Midway Road and Merrill Road.
- On April 13, 2016, the City Council approved the abandonment of Montwood Lane and a garbage collection and utility easement.
- The applicant proposes to expand PD No. 400 and include thirteen (13) residential lots located immediately south. The proposed expansion will add approximately 7 acres and thus increase PD No. 400 to approximately 42 acres. The expansion area is proposed to be used as open space area and add two overflow parking lots on the southern border of the site. The applicant also proposes to install additional landscaping on the southern border of the site, make lighting improvements to the site, add a building for facilities and maintenance, and install signage along the entrances of the property.
- The current use of the thirteen residential lots of property zoned R-16(A) Single Family District consists of five (5) properties that are developed as single-family homes. The

rest of the properties consist of vacant land since the prior single family homes were demolished after the applicant acquired the properties.

- The applicant also proposes to allow tower/antenna for cellular communication that will be mounted on the lighting poles located on the athletic field along Midway Road. The current light poles are 60 feet tall, and the applicant is requesting to add a maximum of two (2) 12 foot antennas to allow for a maximum height of 72 feet.
- On August 19, 2021 City Plan Commission held this matter under advisement until September 2, 2021. Since that time, the applicant submitted a revised development plan, revised PD conditions, and a revised landscape buffer exhibit. The applicant has made revisions to the following proposed PD conditions:
 - Traffic management plan conditions for student pick-up and drop off locations on Merrell Road and the south and southwestern border of the area of request.
 - Eagle Family Way South Driveway was reduced to 20' when not needed as Fire Lane. This reduction allows the landscape buffer to be primarily located at 41' from south property line except for jogs to avoid existing trees
 - Enhanced Crosswalks on development plan
 - Conditions added to direct service vehicles to Merrell Road entrance as primary means of ingress/egress per neighborhood feedback
 - Hours of operation for Jones Family Stadium for operations and stadium lighting.
 - Hours of operation for Phase XIII activities.
 - Conditions regarding the Eagle Way Outdoor Learning Space
 - Clarified that Eagle Way Outdoor Learning Space “shall not be used for non-school related activities and events.”
 - The following changes were made to the South and Southwest Landscape buffer exhibit:
 - Landscape buffer phases and labeling clarified to match development plan and PD conditions
 - Phase XIII Additional landscape buffer
 - Additional 10' landscape buffer added on south and west sides of Phase XIII perimeter for additional screening

- Addressing concerns regarding the landscape buffer exhibit conflict with existing western drainage easement
 - New tree plantings shifted north to be located outside of existing drainage easement. Easement documentation permits right to user (ESD) to encroach into easement at user's expense.
 - Shrinking driveway allows for larger landscape soil area to further protect existing trees to be preserved.
 - Landscape requirements revised for clarity
 - Removed South and Southwest Tree Preservation exhibit
 - Landscaping health assessment of trees for requirement every three years following completion
 - The addition of "Little Gem" Magnolias as alternate screening shrub in landscape buffer exhibit
 - Distance markers added for clarity
- Additional provisions for limited development area with the 190' from southern property line for certain permitted development extended to follow existing Montwood Lane area
- Revisions to the definitions and conditions for special events, summer camp days, mounted cellular equipment, and the parking and loading requirements for private school
- Revisions to the stadium field noise study timeframe updated to align with zoning case timing from Fall 2021 to Spring 2022.
- Minor changes were proposed to the specific use permit for Eagle Way Outdoor Learning Space for clarity and conciseness regarding the lighting on the proposed SUP area of request and event installation and removal times for the SUP area.
- On September 2, 2021 City Plan Commission held this matter under advisement until September 23, 2021. Since that time, the applicant submitted a revised development plan, revised PD conditions and a revised landscape buffer exhibit. The applicant has made the following revisions to the proposed PD conditions:
 - Removed nine (9) definitions out of the twenty-three definitions originally proposed;
 - Added a definition for Montwood Line and included standards for areas north and south of Montwood Line to replace the reference to "a minimum of 190 feet from the south Property line";

- Made revisions to the definitions for overflow parking, special events, and outdoor curricular use;
 - Added text regarding turning the stadium field lighting on at 6:00 a.m. if the heat index is more than 100 degrees;
 - Reduced the number of days when the non-athletic field would be allowed to use from six days to four days;
 - Included the requirement for submittal of two noise studies for Spring 2022 and Fall 2022;
 - Added conditions that noise shall not exceed 56 decibels;
 - Revised standards that regulate allowable uses and extreme weather conditions for the Jones Family Stadium;
 - Restricted the allowable uses in the proposed open space by adding an SUP requirement for live music, or a DJ; (Per applicant is named Eagle Way Outdoor Learning Space);
 - Added hours of operation for Phase XIII
 - Added restrictions on outdoor storage for Phase XIII;
 - Added provisions regarding parking being accessible one hour prior to athletic events.
- Minor changes were made to the proposed conditions associated with the specific use permit for Eagle Way Outdoor Learning Space regarding outside speakers; food trucks and generators, and temporary playground structures. The applicant also proposed the text, “south of the Montwood Line” to replace the “a minimum of 190 feet from the south Property line.” Staff has recommended denial for the proposed specific use permit request.
 - On September 23, 2021 City Plan Commission held this matter under advisement until October 21, 2021. Since that time, the applicant submitted a revised development plan, a revised traffic management plan, revised PD conditions and a revised landscape buffer exhibit. The applicant has made the following revisions to the proposed PD conditions:
 - Added a definition for Athletic Activities;
 - Revised the hours of operation for Eagle Way Outdoor Learning Space;
 - Revised the definitions for authorized athletic event, Lower School, and Montwood Line;

- Included a reference to setbacks and encroachments are permitted as shown on the proposed development plan;
 - Clarity on how spires and flagpole height will be measured;
 - Additional conditions for overflow parking;
 - Revisions to lighting for parking lots, guard houses, buildings, stadium field and athletic field lighting regarding hours of operation;
 - Revisions to noise conditions;
 - Revisions to Sec. 51P-400.112 regarding athletic field and stadium field uses and hours of operation;
 - Outdoor speaker limitation in Eagle Way Outdoor Learning Space;
 - Added information regarding screening for Dumpsters during Phase XIII; and
 - Added buses to the Traffic Reduction and Circulation section of the proposed PD Conditions.
- On October 21, 2021, the City Plan Commission held this item under advisement until November 18, 2021. At this time, the applicant submitted a revised development plan, a revised traffic management plan, a revised south and southwest landscape buffer exhibit, and revised conditions. The applicant made the revisions listed below to the proposed conditions.
 - Added a definition for security lighting;
 - Added a condition restricting height of guardhouses to 12 feet;
 - Added a condition that no projections are permitted above maximum structure height except for mounted cellular communication equipment on stadium field light poles;
 - Added an additional restriction to overflow parking that it may not be used for any other purpose;
 - Added a condition prohibiting parking or idling of buses or vehicles on Eagle Family Way South, west of Phase XIII, or on drive aisles or parking lots within 190 feet of the southern Property line;
 - Added a condition allowing bollard lighting for safety purposes which may not exceed 48 inches in height;
 - Added a condition allowing events other than authorized athletic events to use stadium field lighting between 8:00 a.m. and 10:00 p.m.;

- Added a condition allowing the use of portable music or speakers during athletic activities;
 - Added a condition requiring parking lot lighting installed after October 1, 2021 and building mounted security light fixtures to be hooded and shielded;
 - Added a condition restricting height of guardhouse security light fixtures to eight in feet in height;
 - Added a condition requiring lighting for the Eagle Family Way South driveway, entrance, and adjacent walkways to be provided as bollard lighting for safety purposes which may not exceed 48 feet in height;
 - Added a condition that events other than authorized athletic events may operate 8:00 a.m. to 10:00 p.m. Monday through Saturday and 12:00 p.m. to 6:00 p.m. on Sunday.
 - Added a condition that the screening shrubs for the Phase XIII Landscape Buffer shall be evergreen plant species;
 - Added a condition that in addition to live music, outside speakers, or DJs, amplified sound or microphones shall not be used within 190 feet of the southern Property line, except by SUP only for special events in the Eagle Way Outdoor Learning Space only;
 - Added a condition that outdoor curricular uses on routine school days are limited to the hours of 8:00 a.m. to 6:00 p.m., and that outdoor curricular uses on summer camp days are limited to student maintained gardens only during the hours of 8:00 a.m. to 6:00 p.m.;
 - Revised condition for outdoor wall mounted lighting in Phase XIII to a maximum of eight feet in height, rather than 15 feet;
 - Added a condition that a loading and unloading zone shall not be permitted within 105 feet of the south or west Property line in Phase XIII;
 - Revised condition for traffic reduction management so that it must be “continually” pursued rather than “vigorously” pursued;
 - Revised condition for student pick-up and drop-off to allow for “occasional” modifications to student pick-up and drop-off operations “when necessary”; and
 - Revised condition for service vehicles and buses so that delivery, and service vehicles, and buses may utilize Midway Road entrance as secondary means of ingress and egress to the Property “when necessary.”
- Since the October 21 meeting, the applicant also revised their proposed SUP conditions so that set up and take down time of special events in the Eagle Way

Outdoor Learning Space is permitted at any time, except that set up and take down time on Sundays is limited from 12:00 pm. to 6:00 p.m. In the proposed condition for outside speakers, the term “temporary outside speakers” has now been replaced with “live music, outside speakers, DJ, amplified sound, or microphones. The applicant has also provided a site plan for the SUP request area. Staff’s recommendation of the request for an SUP for an open space use remains denial.

- On November 18, 2021, the City Plan Commission held this item under advisement until December 2, 2021. Since that time, the applicant has submitted revised PD conditions, a revised development plan, a revised south and southwest landscape buffer exhibit, a revised traffic management plan, revised conditions for the applicant’s proposed SUP for an open space use, and a revised site plan for the applicant’s proposed SUP for an open space use. All changes made to the conditions and exhibits since the November 18 meeting are listed below.
 - PD conditions:
 - Added definition for Amplified Sound relating to stadium field speakers
 - Clarified definition for Outdoor Curricular Use to note summer camp day use limitations
 - Clarified definition for Overflow Parking to note the limitation of 12 days per calendar year
 - Clarified definition for Security Lighting meaning outdoor lighting that is hooded and shielded
 - Added condition for off-street loading in Phase XIII to be located away from the south and west Property line and to be accessed from Eagle Family Way East only
 - Clarified no bus parking or idling on Eagle Family Way West
 - Clarified no vehicle parking except for carpool queuing on Eagle Family Way West
 - Revised stadium field lighting hours of operation to include two time periods Monday through Wednesday to ensure school athletic events start at 7:00 p.m. or earlier and can reasonably accommodate traveling team start times which vary by sport/season
 - Revised stadium field lighting hours of operation Thursday through Friday, Saturday, and Sunday
 - Added restriction for amplified sound Sunday through Wednesday except for special circumstances

- Added requirement for stadium sound compression device to limit amplified sound from stadium speakers
- Added requirement for noise monitoring device at south Property line
- Clarified parking lot lighting fixture height in parking lot lighting standards section for readability at permitting
- Added restrictions for internal guardhouse lighting
- Added restrictions for indoor building lighting
- Clarified conditions for allowable locations for bollard lighting
- Revised stadium field use hours of operation to include two time periods Monday through Wednesday to ensure school athletic events start at 7:00 p.m. or earlier and can reasonably accommodate traveling team start times which vary by sport/season
- Revised stadium field use hours of operation Thursday through Friday and Saturday
- Revised minimum tree size for trees in future North parking lot
- Clarified landscaping conditions to ensure applicability at permitting
- Revised Phase XIII planting requirements
- Added condition for additional landscaping to be provided as screening with large evergreen shrubs along the south and west fence line
- Revised restrictions for Eagle Way Outdoor Learning Space to clarify restricted uses and SUP requirements
- Clarified outdoor curricular use hours of operation in Eagle Way Outdoor Learning Space
- Clarified roof mounted equipment projections for Phase XIII
- Added restriction that indoor lighting must be turned off at night
- Clarified outdoor lighting restrictions for Phase XIII
- Clarified extended hours for Phase XIII for events other than authorized athletic events
- Added conditions for dumpsters, loading and unloading, and vehicular ingress/egress for Phase XIII

- Added requirement for TMP and updates to be posted on the school website
- Added condition for carpooling and ridesharing to be promoted
- Added restriction for service vehicles, deliveries, and buses on Eagle Family Way West and Eagle Family Way South
- Added condition for primary internal circulation route
- Development plan:
 - Added Eagle Family Way East and Eagle Family Way West to better identify where certain restrictions apply
- South and southwest landscape buffer exhibit:
 - Added 51 Large evergreen shrubs to south and west landscape buffer for Phase XIII
 - Revised Live Oak Cathedral tree plantings to be Large Evergreen Trees selected from Dallas approved tree list
- Traffic management plan:
 - Added requirement for third off-duty officer or uniformed personnel trained in traffic control and direction to assist pedestrian crossings at Merrell Road during school start and end times
 - Revised placement of officers and uniformed and trained personnel to require two officers at Midway entrance and exit and either an officer or uniformed and trained personnel at the Merrell crosswalk
- Applicant's proposed SUP conditions:
 - Revised SUP time limit to not be eligible for automatic renewals
 - Clarified hours of operation for set up/take down time to restrict over night
- Applicant's proposed SUP site plan:
 - Revised to include Eagle Family Way East and Eagle Family Way West to match items in development plan

Zoning History:

There have been three zoning cases in the area in the last five years.

1. **Z201-132:** An application for a Planned Development District for R-16(A) Single Family District uses and a public school other than an open enrollment charter school use on property zoned an R-16(A) Single Family District, located on the southwest corner of Midway Road and Killion Drive [Council hearing to be held on September 9, 2021.]
2. **Z190-208:** On June 24, 2020, the City Council approved an amendment to and the expansion of Planned Development District No. 706 for R-16(A) Single Family uses and a public school other than an open-enrollment charter school use on property zoned Planned Development District No. 706 and Planned Development District No. 724 in an area generally bounded by Killion Drive to the north, Gooding Drive to the east, Walnut Hill Lane to the south and Hedgeway to the west.
3. **Z178-150:** On August 8, 2018, the City Council approved an amendment to Planned Development District No. 706 for a public school use on property zoned Planned Development District No. 706, located at the northwest corner of Walnut Hill Lane and Gooding Drive.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing/Proposed ROW
Midway Road	Principal Arterial	100 feet
Merrell Road	Local Street	60 feet

Traffic:

Engineering staff reviewed the proposed traffic management plan and provided the following comments:

- The proposed re-striping of pavement markings of Merrell Road will improve operations and will mitigate unduly prohibitive obstruction during peak hour traffic along Merrell Road in the north side of the school campus.
- The proposed site modifications depicted in the proposed TMP will increase the total queueing capacity. It also plans to separate the egress and ingress maneuvers of traffic operations. Deputized officers will still be needed to operate the proposed traffic operations as planned that the applicant has proposed to evaluate with the proposed TMP.

A portion of abandoned Montwood Lane, which was abandoned in 2016 (see Ordinance No. 30111), will be reconfigured to allow for queuing and off-street parking for the lower and upper school.

The applicant's revised TMP is assuming an enrollment of 1,158 students. The TMP does not indicate the future enrollment of the school but includes a provision to be revised should the enrollment increase. The applicant's proposed conditions include a maximum of 1,320 students on campus and 1,400 students for total for enrollment. Staff does not support adding a student enrollment cap with the zoning request. The enrollment cap is also not enforceable, so staff recommends removal of the condition.

Since the meeting on August 19, 2021, the applicant has also added regulations for traffic management and circulation. Staff is currently reviewing the revisions and expects to provide appropriate feedback during the hearing.

On Tuesday, September 21, city staff visited the subject site during their afternoon dismissal period. The maximum count of vehicular activity occurred during the dismissal of the "yellow" student cohort (grades 1st through 4th) with minimal overlap with other grades from an earlier dismissal. The school is maximizing the space available on former Montwood Lane to a relatively high degree of efficiency by means of four or five staff members to reduce the gap/space between vehicles. The school is able to fit up to 110 vehicles onsite before creating lines of traffic on Midway. A maximum accumulation of 145 vehicles during the peak time of vehicle arrivals (during the student dismissal period around 3:07 PM) creates a deficit of approximately 35 vehicles queueing on Midway.

Since the meeting on October 21, 2021, staff also completed a review of the updated traffic management plan dated October 29, 2021. The plan has been revised to reconcile the summary of maximum vehicular accumulation and parking restrictions on Merrell Road. Otherwise, the proposed school operations remain the same; the body of the report and description of proposed management plan remain unchanged. Transportation Development Services has no objection or further comments on the updated traffic management plan.

STAFF ANALYSIS:

Comprehensive Plan:

The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006. The *forwardDallas! Comprehensive Plan* outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request.

The request complies with the following land use goals and policies of the Comprehensive Plan:

LAND USE ELEMENT

GOAL 1.1 ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT PRIORITIES

Policy 1.1.5 Strengthen existing neighborhoods and promote neighborhoods' unique characteristics. Acknowledge the importance of neighborhoods to the city's long-term health and vitality.

1.1.5.7 Ensure that neighborhoods are served by and accessible to neighborhood commercial areas, parks and open space, libraries, and schools.

URBAN DESIGN ELEMENT

GOAL 5.2 STRENGTHEN COMMUNITY AND NEIGHBORHOOD IDENTITY

Policy 5.2.2 Promote the character of the city's significant districts, linkages, and areas.

GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE

Policy 5.3.2 Direct pedestrian routes to home, school, or work.

Land Use:

	Zoning	Land Use
Site	Planned Development District No. 400, R-16(A) Single Family District	Private school, single family, undeveloped land
North	R-16(A) Single Family District	Single family
South	R-16(A) Single Family District	Single family
East	R-10(A) Single Family District, Planned Development District No. 627, LO-1 Limited Office District, NS(A)-D Neighborhood Service District with a D Liquor Control Overlay, R-16(A) Single Family District	Single family, office, retail
West	R-16(A) Single Family District	Single family

Land Use Compatibility:

The subject site is currently developed with a private school. The 35-acre northern portion includes ten buildings. The southern, 7-acre portion for the proposed expansion area consists of 13 lots, eight are vacant lots and five with single family homes. Historically, each building has been named as a Phase, and there are a total of thirteen phases for this proposed area. The buildings corresponding to Phases VII and IX no longer exist. All of the buildings have heights that range between 35 feet and 48 feet, with the exception of the Phase X building, the theater, which has a maximum height of 70 feet.

The applicant proposes to demolish one building, the current facilities building, to construct up to two new facilities and maintenance buildings totaling approximately 15,000 square feet (7,500 square feet for each building, also known as Phase XIII) on the portion of the property that is zoned R-16(A) Single Family District on the southwestern portion of the campus. The buildings are proposed to have a maximum height of 35 feet and will consist of a maximum of two stories. The applicant also proposes to construct additional parking lots and an outdoor learning space, on the portion currently zoned R-16(A) Single Family District. The site is surrounded by single family uses to the north, south, and west. East of the site, across Midway Road, is developed with single family, office, and retail uses.

Renovations for Phase VI (Future Science) and Phase XII (Swann) buildings, security houses, and covered dining space are also included in this request.

Overall, the proposed square footage for the school will decrease from 413,359 square feet to 410,732 square feet. The revised development plan includes the updated square footages for all existing and proposed buildings and the heights of all existing and proposed buildings. The maximum structure height for buildings is proposed at 48 feet, however, the maximum height varies for different phases and different portions of certain structures, as indicated within the PD conditions.

The addition of the residential lots will provide open space and overflow parking on the southern end of the property. The applicant is proposing outdoor curricular use or special events within the open space and proposes many definitions in relation to those activities within the PD Conditions. Staff believes most of these definitions fall under school related activities, and therefore, do not require separate definitions that are not provided in the Dallas Development Code since they are not considered to be land uses.

The applicant has provided multiple definitions that are also not enforceable because the definitions do not define land uses, but activities that fall within the purview of school

related activities and operations. Since the September 2, 2021 CPC meeting, the applicant has proposed removing the following definitions out of the 23 originally proposed:

- Exploration and natural science lab space for science classes;
- Student-maintained gardens;
- Outdoor education classes;
- Reflection and writing space;
- Outdoor chapel;
- Advisory activities;
- Mindfulness exercises;
- Fresh air and movement breaks; and
- Club meetings.

Staff is in support of removing these definitions, however the remaining definitions are school-related activities and not land uses that are defined in the Dallas Development Code. Therefore, staff does not support the additional definitions, 12 out of 13, proposed by the applicant. Staff also recommends the definitions are alphabetized by the applicant.

Staff recommends denial of the SUP request for the open space use because staff believes the open space conditions can be regulated within the proposed planned development conditions. However, the activities within the open space for specific days as included by the applicant are more operational in nature and fall under typical open space uses. Therefore, staff does not recommend including the definitions in relation to activities within the open space.

The applicant also requests temporary lighting on this SUP for no more than four events per year, directing speakers away from the southern property line, and the allowance of temporary playground structures for up to two events per year and food trucks and generators. Although the applicant has proposed these conditions, these types of activities cannot be enforced through an SUP, therefore staff is not in support of the SUP.

Since the last meeting, the applicant has provided a site plan for the SUP request area that does not meet the requirements of an SUP site plan in Sec. 51A-4.219(b)(2)(A). If the commission recommends approval of the applicant's request for an SUP, staff recommends this SUP site plan be revised to meet all code requirements and stand on its own as a separate plan from the development plan.

Issues that have been discussed include the number of sporting activities being held at the stadium and athletic fields and non-sporting events and the amount of noise

generated from the activities on campus. Due to the proximity of the facilities and maintenance building and the open space area to the adjacent residential properties, restrictions on the time of use for the abovementioned items have been recommended in the PD conditions. The applicant proposes to prohibit amplified sound during practices, however, proposes allowing portable speakers. Staff is not in support of allowing the amplified sound or portable speakers during team practices. Improvements would be required if the studies demonstrate noncompliance with code or nuisance related to noise per the PD conditions that require sound studies to be submitted.

Since the August 19, 2021 City Plan Commission meeting, the applicant has provided revised conditions that include amendments to the applicant's proposed definitions for special events and summer day camp; a limit of two poles for tower/antenna for cellular communication; off street loading requirements per the Dallas Development Code; revisions to the conditions for stadium field lighting; a section regarding the hours of operation for Jones Family Stadium; restrictions for the Eagle Way Outdoor Learning Center; hours of operation for Phase XIII; amended conditions for traffic reduction and circulation and clarity on the permitted uses within the 290 feet of the southern property line.

Since the September 2, 2021 CPC meeting, the applicant submitted revised conditions that included standards for the area located south of the Montwood Line within the proposed PD conditions. Although this line is notated on the proposed development plan and included in the proposed PD conditions, staff is not in support of this language, since measurements are usually notated, not references to a line. The applicant also submitted previous development plans that included these notations.

The applicant added a provision regarding outdoor storage in the proposed PD conditions. Staff is not in support of this proposed condition due to the applicant's adjacency to residential lots and recommends removal of this condition. The applicant also has not provided information to staff on what they are proposing to store outdoors. Staff also does not support allowing a land use that is typically reserved for higher intensity commercial and industrial uses within such close proximity to residential uses.

The applicant has provided conditions in the PD that state lighting would be shielded and proposes time limits for the lighting. The height of the existing poles are 60 feet tall. The applicant proposes to install 12 feet cellular tower antennas on the poles, which would bring the maximum height to 72 feet. Staff believes the proposed height would not have a negative impact on the surrounding properties, due to the applicant's addition of covered shields for the stadium lights. Therefore, staff supports this request.

The applicant has provided a revised development plan that includes scoreboards on an athletic field; dugouts and covered bench areas located on the athletic fields; storage sheds; press boxes; the play areas for the Lower School; and locations of covered walkways and the locations of the proposed steel and wood fences along the perimeter of the area of request.

Since the September 23, 2021 CPC meeting, the applicant provided revised conditions relating to lighting, definitions, hours of operation for the athletic field, stadium field; references to setbacks and encroachments; additional conditions for overflow parking; outdoor speaker limitation in Eagle Way Outdoor Learning Space; added information regarding screening for dumpsters during Phase XIII; and revised conditions for the traffic section.

Since the October 21, 2021 CPC meeting, the applicant provided revised conditions related to definitions, height, parking, lighting, hours of operation, use of speakers, landscaping, loading and unloading, and traffic management.

Since the November 18, 2021 CPC meeting, the applicant has provided revised conditions related to definitions, loading, lighting, noise, hours of operation, landscaping, screening, and traffic management. These revisions are highlighted in yellow in the proposed PD conditions.

Development Standards

District	Setback		Density	Height	Lot Cvrg.	Special Standards	Primary Uses
	Front	Side/Rear					
Existing 1: R-16(A)	35'	10'	1 du/ 16,000 sf	30'	40%		Single family
Existing 2: PD 400	35'	10'	1 du/ 16,000 sf	48' max 70' for certain structure portion for Phase X*	30%	RPS	Single family, private school
Proposed: PD 400	35'	10'	No min	48' max 70' for certain structure portion for Phase X* 72' for tower/antenna	30%	RPS	Private school, cell tower, school related events (by SUP)

* Separate height requirement for flags, spires, lighting pole, cell towers, etc.

Landscaping:

The applicant has requested to remove the overall landscape plan and comply with Article X instead. Staff is in support of this request as reverting to Article X removes conflicting elements in the ordinance and can be best managed under Article X artificial lots.

A south and southwest landscape buffer exhibit is proposed. The buffer landscape area is located along the southern border of the properties that are currently zoned an R-16(A) Single Family District. The area consists of vacant land and single-family homes. The buffer landscape plan will include mature trees and plantings, open space, and an eight-foot-tall wood fence along the southern portion to screen residential properties from the proposed increase in parking along the southern portion as well as increased vehicles for pickup and drop-off for students. The large canopy trees are an additional visual screening measure between the neighbors and the school.

The applicant provided staff a revised landscape buffer exhibit for review. The new landscape buffer exhibit shows the number of trees that will be preserved, which is a total of sixteen (16) trees, and the newly proposed trees, which is a total of eighty (80) trees for a total of 96 trees. The applicant also proposes to install 93 shrubs. The following shrubs within the landscape buffer and their quantities are in parentheses:

- Taylor red eastern cedar shrubs (18)
- Wax myrtle shrubs (22)
- Cherry laurel shrubs (17)
- Holly shrubs (38)

After the August 19, 2021 City Plan Commission meeting, the applicant revised their landscaping to the removal of the south and southwest tree preservation exhibit and revisions to the landscaping requirements for the proposed development. Staff is in support of the recommended changes since this information is already included in the south and southwest landscape buffer exhibit. The applicant has also reworded some of the language in the landscaping section for clarity.

After the September 2, 2021 CPC meeting, the applicant added language regarding the hours of operation for Phase XIII. Staff is in support of the proposed phase not being allowed to operate on Saturdays, Sundays, and holidays.

Utilities are also located on the southern portion of the site at this time. There is a 25-foot D.P. & L Co. easement and a five-foot sewer easement within the landscape buffer area. Landscape material is not allowed in the easement without the permission of the easement holder. At this time, the applicant has contacted ONCOR and AT&T. Per correspondence from March 20, 2021 that staff received, ONCOR has stated via email that they have no objections to the proposed abandonment of the easement north of the Better Avenue alley once their utilities have been removed from this location. No official documentation has been released by AT&T stating they would or would not allow the applicant to construct any landscaping or roads in their respective easements. If AT&T

does not give the applicant future permission to build in their easement area, the applicant will have to come back to the City Plan Commission to amend their proposed landscape buffer exhibit to relocate their landscaping in the easement area.

Parking:

The requirement for off-street parking for the school is derived by the following criterion: 1) the number of classrooms, and 2) the type of institution that serves the students (e.g., elementary, middle, or high school). The Dallas Development Code requirement for off-street parking for a school is as follows:

- One and one-half spaces for each kindergarten / elementary school classroom;
- Three and one-half spaces for each middle school classroom; and
- Nine and one-half spaces for each high school classroom.

The applicant proposes the following parking ratios:

- Two spaces for each lower school classroom,
- Three and one-half spaces for each middle school classroom; and
- Ten and one-half spaces for each upper school classroom.

There are currently 483 off-street parking spaces on site. If the request is approved, the amount of parking on campus will increase by 291 spaces to 774 spaces. The applicant proposes specific definitions for lower school, middle school and upper school that somewhat align with the traditional elementary, middle, and high school definitions. Staff is not in support of these additional definitions within the PD, and recommends the definitions included in the development code.

For 100 classrooms with the applicant's proposed breakdown, the applicant would be required to provide 592 parking spaces with the parking ratio required by Dallas Development Code and 655 parking spaces with the parking ratio proposed by the applicant. The applicant proposes 658 parking spaces based on 100 classrooms.

The applicant provided a revised development plan that included the addition of 116 parking spaces in three additional lots, on the proposed expansion on the southern portion. Lot 1 will have 46 parking spaces; Lot 2 will have 26 spaces and Lot 3 will have 44 spaces for a total of 116 spaces. With 658 parking spaces for 100 classrooms and 116 parking spaces for overflow, the applicant will provide a total of 774 parking spaces. The proposed parking supply provides sufficient space to meet the parking needs of the school including staff, students, and visitors during special events.

The applicant also provided a condition that the additional parking lots consists of grass. Staff is not in support of this request and recommends that parking surfaces should be constructed according to the requirements of the Dallas Development Code. The applicant included limitations for the additional parking lot to 12 activities per. Staff

recommends additional standards to clarify the time limitations and ensure enforceability of this provision.

Signs:

The applicant proposes to install five monument signs that will not exceed 144 square feet for each sign and will be six feet tall and twenty feet wide. The signs will be made of masonry and will be located along the entrances of the school. Sec. 51A-7.402(d)(7) defines a monument sign as a of the Dallas Development Code as a detached sign applied directly onto a ground-level support structure (instead of a pole support) with no separation between the sign and the ground. There is no limit for the size of the monument sign in this section. Staff has reviewed the request and has no objection to this request, since these signs will be located along the school entrances on Merrell Road and the proposed queuing entrances along Midway Road.

Market Value Analysis:

Market Value Analysis (MVA) is a tool to aid residents and policymakers in understanding the elements of their local residential real estate markets. It is an objective, data-driven tool built on local administrative data and validated with local experts. The analysis was prepared for the City of Dallas by The Reinvestment Fund. Public officials and private actors can use the MVA to target intervention strategies more precisely in weak markets and support sustainable growth in stronger markets. The MVA identifies nine market types (A through I) on a spectrum of residential market strength or weakness. As illustrated in the attached MVA map, the colors range from purple representing the strongest markets (A through C) to orange, representing the weakest markets (G through I). Although most of the area of request is uncategorized, a portion of the site on the southern end lies within MVA Category "B". MVA Category "B" properties also lie to the north, east, and west. Properties within an "A" MVA Category are located to the east and southeast of the area of request.

List of Partners/Principals/Officers

The Episcopal School of Dallas

Officers:

Giffen Weinmann, Chair
Don Carty, Chair Emeritus
Nancy Perot, Vice-Chair
Libby McCabe, Secretary
Mark Freeman, Treasurer and Chair, Finance Committee
Mary Adair Dockery, Chair, Nominating and Governance Committee
Chris Elliston '88, Chair, Advancement Committee
Jay Grogan, Chair, Building and Ground Committee
Kimberley Ballard-Madison, Chair, Committee on Episcopal Identity
Veretta Frazier, Chair, Human Resources and Compensation

Board Members:

Giffen Weinmann, Chair	Andy Keller
Plack Carr, Lifetime Director	Michelle Kinder
Richard Heath, Lifetime Director	Libby McCabe
David Munson, Lifetime Director	Kent McGaughy
Don Carty (Ex Officio)	Giselle Montagna
April Cook (Ex Officio)	Michael Munir
Ryan Kneipper (Ex Officio)	Suku Nair
Kimberley Ballard-Madison	Nancy Perot
Mary Adair Dockery	Rob Raymond
Rhonda Durham	Brendon Riley
Chris Elliston	Kit Sawers
Veretta Frazier	Jim Skochdopole
Mark Freeman	Stephen Swann
Chris Girata	Gregg Whiteman
Jay Grogan	

**CPC ACTION
DECEMBER 2, 2021**

Motion: It was moved to recommend **approval** of an amendment to and an expansion of Planned Development District No. 400, subject to a revised development plan, a south and southwest landscape buffer exhibit, a revised traffic management plan dated November 30, 2021, and applicant's recommended conditions excluding the alternate provisions regarding the stadium field lighting and stadium field hours of operation circulated yesterday and today; and **approval** of a specific use permit for an open space use for a five-year period, subject to a site plan and applicant's recommended conditions with the following changes:

- Revise the definition of Montwood Line to add the following to the definition: "that it is the area within 190 feet of the southern Property line."
- Revise Section 51P-400.111(b)(3) to:
 - 1. Remove the words "starting June 1, 2022."
 - 2. Remove the words "June through January" in romanette (i);
 - 3. Delete the provisions in romanette (ii) in its entirety;
 - 4. Revise the hours for Saturday in romanette (iv) to read as follows: "8:00 a.m. to 7:00 p.m., except that the stadium field lighting for authorized athletic events may extend to 10:00 p.m. or 30 minutes following the conclusion of an authorized athletic event, whichever is later."
 - 5. Delete provision (D) in romanette (iv) in its entirety that reads "in the event of scheduling conflicts limited to the last two weeks in October and January and the first two weeks in November and February during sports season crossover periods, stadium field lighting shall be permitted as early as 6:00 a.m."
 - 6. Revise 51P-400.111(b)(3) by adding "stadium field lighting is prohibited in the month of July."
- Follow staff's recommendation for Section 51P-400.111(c)(2) that reads "no amplified sound shall be allowed during athletic events."
- Revise Section 51P-400.111(c)(3) to delete the words "special circumstances including."
- Revise Section 51P-400.111(c)(5) to add the following to the provision "the use of artificial crowd noises or noise makers through amplification is also prohibited."
- Add a new Paragraph (6) in Section 51P-400.111(c) to read as follows: "Pre-game music and halftime music is only allowed for varsity level authorized athletic events."
- Revise Section 51P-400.111(g) to add the following to the provision, "with Phase XIII, internal lighting must be turned off from 8:00 p.m. to 6:00 a.m. (the next day)."
- Revise Section 51P-400.112(d) to:
 - 1. Remove the words "starting June 1, 2022."
 - 2. Remove the words "June through January" in Paragraph (1).

- 3. Delete the provisions in Paragraph (2) in its entirety.
- 4. Revise the hours for Saturday in Paragraph (4) to read as follows: “8:00 a.m. to 7:00 p.m., except that the authorized athletic events may extend to 10:00 p.m. or 30 minutes following the conclusion of an authorized athletic event, whichever is later.”
- Revise Section 51P-400.114(3) to read as follows: “In addition to the requirements for Phase A landscaping as shown on the south and southwest landscape buffer (Exhibit 400B), a minimum combined total of 50 large evergreen shrubs with a minimum height of eight feet at installation and trees with a minimum caliper of six inches and a maximum caliper of eight inches at installation must be provided along the solid wood perimeter fence in the Phase A landscape buffer to provide additional screening for the benefit of adjacent residential properties.”
- Revise Section 51P-400.118(e) to read as follows: “Indoor lighting must be turned off from 8:00 p.m. to 6:00 a.m. (the next day), except for motion security lights.”
- Revise Section 51P-400.119(c)(4) to read as follows: “Upon submission to the director, the traffic study and any subsequent updates must be published on the official website of the private school located on the Property.”
- In Section 51P-400.120(b), follow staff recommendation for student pick-up and drop-off.
- In the specific use permit, revise provision number 4, the days and hours of operations, to add the following to the provision: “Set up and take down for each special event is only permitted from north of the Montwood line.”
on property zoned Planned Development District No. 400 and an R-16(A) Single Family District, on the southwest and northwest corners of Merrell Road and Midway Road.

Maker: Stanard
Second: Hampton
Result: Carried: 9 to 2

For: 9 - Hampton, Shidid, Jackson, Blair, Jung, Suhler,
Stanard, Kingston, Rubin

Against: 2 - Carpenter, Haqq
Absent: 1 - Anderson
Vacancy: 2 - District 3, District 10
Conflict: 1 - Popken**

**out of the room, when vote taken

Notices:	Area: 500	Mailed: 228
Replies:	For: 62	Against: 28

Speakers: For: Andrew Ruegg, 2201 Main St., Dallas, TX, 75201
Nate Parrott, 3501 Olympus Blvd., Dallas, TX, 75019
Steve Stoner, 7557 Rambler Rd., Dallas, TX, 75231
Robert Buchholz, 4100 Merrell Rd., Dallas, TX, 75229
Bryan Stuart, 4024 Montwood Ln., Dallas, TX, 75229
Ruth Burke, 3241 Camelot Dr., Dallas, TX, 75229
Jay Michael, 2606 High Cotton Ln., Garland, TX, 75042
Therese Khoury, 10452 Rosser Cir., Dallas, TX, 75229
John Whitham, 4107 S. Better Dr., Dallas, TX, 75229
Michael Munir, 10235 Gooding Dr., Dallas, TX, 75229
Linda DeSanders, 10507 Westlawn Dr., Dallas, TX, 75229
David Tollison, 4100 Merrell Rd., Dallas, TX, 75229
Dallas Cothrum, 2201 Main St., Dallas, TX, 75201
Chris Elliston, 4412 Middleton Rd., Dallas, TX, 75229
For (Did not speak): Wes Hoblit, 2201 Main St., Dallas, TX, 75201
Jan Timmons, 10424 Eastlawn Dr., Dallas, TX, 75229
Against: David Smith, 4115 S. Better Dr., Dallas, TX, 75229
Juanita Morrow, 4115 S. Better Dr., Dallas, TX, 75229

**CPC ACTION
NOVEMBER 18, 2021**

Motion: In considering an application for an amendment to and an expansion of Planned Development District No. 400 with consideration for a Specific Use Permit for an open space use on property zoned Planned Development District No. 400 and R-16(A) Single Family District, on the southwest and northwest corners of Merrell Road and Midway Road, it was moved to **hold** this case under advisement until December 2, 2021.

Maker: Stanard
Second: Rubin
Result: Carried: 11 to 0

For: 11 - Hampton, Anderson, Shidid, Jackson, Blair,
Jung, Suhler, Haqq, Stanard, Kingston, Rubin

Against: 0
Absent: 1 - Carpenter
Vacancy: 3 - District 1, District 3, District 10

Notices: Area: 500 Mailed: 228
Replies: For: 62 Against: 28

Speakers: For: Steve Stoner, 7557 Rambler Rd., Dallas, TX, 75231
Andrew Ruegg, 2201 Main St., Dallas, TX, 75201
Bryan Stuart, 4100 Merrell Rd., Dallas, TX, 75229
Ruth Burke, 3241 Camelot Dr., Dallas, TX, 75229
Jody Trumble., 4100 Merrell Rd., Dallas, TX, 75229
Choon Cha, 10404 Eastlawn Dr., Dallas, TX, 75229
Margie Nussbaumer, 10405 Somerton Dr., Dallas, Texas, 75229
Michael Munir, 10235 Gooding Dr., Dallas, TX, 75229
John Whitham, 4107 S. Better Dr., Dallas, TX, 75229
Chris Elliston, 4412 Middleton Rd., Dallas, TX, 75229
For (Did not speak): Karl Crawley, 2201 Main St., Dallas, TX, 75201
Robert Buchholz, 4100 Merrell Rd., Dallas, TX, 75229
Dallas Cothrum, 2201 Main St., Dallas, TX, 75201
Nate Parrott, 3501 Olympus Blvd., Dallas, TX, 75019
Jay Michael, 4100 Merrell Rd., Dallas, TX, 75229
Therese Khoury, 10452 Rosser Cr., Rd., Dallas, TX, 75229
Jan Timmons, 10424 Eastlawn Dr., Dallas, TX, 75229
Against (Did not speak): David Smith, 4115 S. Better Dr., Dallas, TX, 75229
Junita Morrow, 4115 S. Better Dr., Dallas, TX, 75229

**CPC ACTION
OCTOBER 21, 2021**

Motion: In considering an application for an amendment to and an expansion of Planned Development District No. 400 with consideration for a Specific Use Permit for an open space use on property zoned Planned Development District No. 400 and R-16(A) Single Family District, on the southwest and northwest corners of Merrell Road and Midway Road, it was moved to **hold** this case under advisement until November 18, 2021.

Maker: Stanard
Second: Rubin
Result: Carried: 13 to 0

For: 13 - MacGregor, Hampton, Anderson, Shidid,
Carpenter, Jackson, Blair, Jung, Suhler, Haqq,
Stanard, Kingston, Rubin

Against: 0
Absent: 0
Vacancy: 2 - District 3, District 10

Notices: Area: 500 Mailed: 228
Replies: For: 62 Against: 28

Speakers: For: Andrew Ruegg, 2201 Main St., Dallas, TX, 75201
Dallas Cothrum, 2201 Main St., Dallas, TX, 75201
Against: Junita Morrow, 4115 S. Better Dr., Dallas, TX, 75229
David Smith, 4115 S. Better Dr., Dallas, TX, 75229

**CPC ACTION
SEPTEMBER 23, 2021**

Motion: In considering an application for an amendment to and an expansion of Planned Development District No. 400 with consideration for a Specific Use Permit for an open space use on property zoned Planned Development District No. 400 and R-16(A) Single Family District, on the southwest and northwest corners of Merrell Road and Midway Road, it was moved to **hold** this case under advisement until October 21, 2021.

Maker: Murphy
Second: Rubin
Result: Carried: 13 to 0

For: 13 - MacGregor, Hampton, Stinson, Shidid,
Carpenter, Jackson, Blair, Jung, Suhler,
Schwope, Murphy, Garcia, Rubin

Against: 0
Absent: 0
Vacancy: 2 - District 4, District 10

Notices: Area: 500 Mailed: 228
Replies: For: 62 Against: 28

Speakers: For: Andrew Ruegg, 2201 Main St., Dallas, TX, 75201
Steve Stoner, 7557 Rambler Rd., Dallas, TX, 75231
Ruth Burke, 3241 Camelot Dr., Dallas, TX, 75229
Robert Buchholz, 4100 Merrell Rd., Dallas, TX, 75229
Michael Munir, 10235 Gooding Dr., Dallas, TX, 75229
Therese Khoury, 10452 Rosser Cir., Dallas, TX, 75229
Linda DeSanders, 10507 Westlawn Dr., Dallas, TX, 75229
Chris Elliston, 4412 Middleton Rd., Dallas, TX, 75229
For (Did not speak): Dallas Cothrum, 2201 Main St., Dallas, TX, 75201
Wes Hoblit, 2201 Main St., Dallas, TX, 75201
Karl Crawley, 2201 Main St., Dallas, TX, 75201
Bryan Stuart, 4100 Merrell Rd., Dallas, TX, 75229
David Baad, 4100 Merrell Rd., Dallas, TX, 75229
Steven Nussbaumer, 10405 Somerton Dr., Dallas, TX, 75229
Margie Nussbaumer, 10405 Somerton Dr., Dallas, TX, 75229
Jan Timmons, 10424 Eastlawn Dr., Dallas, TX, 75229
Jay Michael, 4100 Merrell Rd., Dallas, TX, 75229
Jody Trumble, 4100 Merrell Rd., Dallas, TX, 75229
Against: None
Against (Did not speak): Brad Bell, 10306 Gooding Dr., Dallas, TX, 75229
Randy Best, 4067 S. Better Dr., Dallas, TX, 75229

Z190-341(RM)

David Smith, 4115 S. Better Dr., Dallas, TX, 75229
Junita Morrow, 4115 S. Better Dr., Dallas, TX,

75229

**CPC ACTION
SEPTEMBER 2, 2021**

Motion: In considering an application for an amendment to and an expansion of Planned Development District No. 400 with consideration for a Specific Use Permit for an open space use on property zoned Planned Development District No. 400 and R-16(A) Single Family District, on the southwest and northwest corners of Merrell Road and Midway Road, it was moved to **hold** this case under advisement until September 23, 2021.

Maker: Murphy
Second: MacGregor
Result: Carried: 13 to 0

For: 13 - MacGregor, Hampton, Stinson, Shidid,
Carpenter, Jackson, Blair, Jung, Suhler,
Schwope, Murphy, Garcia, Rubin

Against: 0
Absent: 0
Vacancy: 2 - District 4, District 10

Notices: Area: 500 Mailed: 228
Replies: For: 61 Against: 28

Speakers: For: David Baad, 4100 Merrell Rd., Dallas, TX, 75229
Ruth Burke, 3241 Camelot Dr., Dallas, TX, 75229
Dallas Cothrum, 2201 Main St., Dallas, TX, 75201
Andrew Ruegg, 2201 Main St., Dallas, TX, 75201
Karl Crawley, 2201 Main St., Dallas, TX, 75201
Wes Hoblit, 2201 Main St., Dallas, TX, 75201
Nathan Parrott, 3501 Olympus Blvd., Dallas, TX, 75019
Steve Stoner, 7557 Rambler Rd., Dallas, TX, 75231
Jody Trumble, 4100 Merrell Rd., Dallas, TX, 75229
Robert Buchholz, 4100 Merrell Rd., Dallas, TX, 75229
Michael Munir, 10235 Gooding Dr., Dallas, TX, 75229
Jay Michael, 4100 Merrell Rd., Dallas, TX, 75229
For (Did not Speak): Bryan Stuart, 4100 Merrell Rd., Dallas, TX, 75229
Jan Timmons, 10424 Eastlawn Dr., Dallas, TX, 75229
John Willingham, 4414 Northcrest Rd., Dallas, TX, 75229
Robert Elliott, 3928 Princess Dr., Dallas, TX, 75229
Stephanie Logan, 4346 Shirley Dr., Dallas, TX, 75229
Steven Nussbaumer, 10405 Somerton Dr., Dallas, TX, 75229
Margie Nussbaumer, 10405 Somerton Dr., Dallas, TX, 75229
Linda DeSanders, 10507 Westlawn Dr., Dallas, TX, 75229
Theresa Khoury, 10452 Rosser Cr., Dallas, TX, 75229

Z190-341(RM)

Preston Herold, 4323 Merrell Rd., Dallas, TX, 75229

Marilyn Kapral, 10262 Better Dr., Dallas, TX, 75229

Against: Jay Michael, 4100 Merrell Rd., Dallas, TX, 75229

David Smith, 4115 S. Better Dr., Dallas, TX, 75229

Against (Did not speak): Randy Best, 4067 S. Better Dr., Dallas, TX, 75229

Staff: David Nevarez, Traffic Engineer, Sustainable Development &

Construction

**CPC ACTION
AUGUST 19, 2021**

Motion: In considering an application for an amendment to and an expansion of Planned Development District No. 400 with consideration for a Specific Use Permit for an open space use on property zoned Planned Development District No. 400 and R-16(A) Single Family District, on the southwest and northwest corners of Merrell Road and Midway Road, it was moved to **hold** this case under advisement until September 2, 2021.

Maker: Murphy
Second: MacGregor
Result: Carried: 11 to 0

For: 11 - MacGregor, Hampton, Stinson, Shidid,
Carpenter, Jackson, Jung, Suhler, Schwope,
Murphy, Garcia

Against: 0
Absent: 3 - Johnson, Blair, Rubin
Vacancy: 1 - District 10

Notices: Area: 500 Mailed: 228
Replies: For: 49 Against: 27

Speakers: For: Andrew Ruegg, 2201 Main St., Dallas, TX, 75201
Wes Hoblit, 2201 Main St., Dallas, TX, 75201
For (Did not Speak): Dallas Cothrum, 2201 Main St., Dallas, TX, 75201
Bryan Stuart, 4100 Merrell Rd., Dallas, TX, 75229
Jody Trumble, 4100 Merrell Rd., Dallas, TX, 75229
Jay Michael, 4100 Merrell Rd., Dallas, TX, 75229
David Baad, 4100 Merrell Rd., Dallas, TX, 75229
Ruth Burke, 3241 Camelot Dr., Dallas, TX, 75229
Linda DeSanders, 10507 Westlawn Dr., Dallas, TX, 75229
Choon Cha, 10404 Eastlawn Dr., Dallas, TX, 75229
Chris Mason, 4071 Northlawn Dr., Dallas, TX, 75229
Candice Mason, 4071 Northlawn Dr., Dallas, TX, 75229
Theresa Khoury, 10452 Rosser Cr., Dallas, TX, 75229
Preston Herold, 4323 Merrell Rd., Dallas, TX, 75229
Christi Houser, 3915 Cobblestone Dr., Dallas, TX, 75229
John Whitham, 4107 S. Better Dr., Dallas, TX, 75229
Robert Buchholz, 4100 Merrell Rd., Dallas, TX, 75229
Michael Munir, 10235 Gooding Dr., Dallas, TX, 75229
Against: None
Against (Did not speak): David Smith, 4115 S. Better Dr., Dallas, TX, 75229

Z190-341(RM)

75229

Junita Morrow, 4115 S. Better Dr., Dallas, TX,

CPC ACTION
JULY 1, 2021

Motion: In considering an application for an amendment to and an expansion of Planned Development District No. 400 with consideration for a Specific Use Permit for an open space use on property zoned Planned Development District No. 400 and R-16(A) Single Family District, on the southwest and northwest corners of Merrell Road and Midway Road, it was moved to **hold** this case under advisement until August 19, 2021.

Maker: Murphy
Second: Blair
Result: Carried: 13 to 0

For: 13 - MacGregor, Hampton, Stinson, Johnson,
Shidid, Carpenter, Jackson, Blair, Jung, Suhler,
Schwope, Murphy, Garcia

Against: 0
Absent: 1 - Rubin
Vacancy: 1 - District 10

Notices: Area: 500 Mailed: 228
Replies: For: 48 Against: 25

Speakers: For: None
For (Did not Speak): Andrew Ruegg, 2201 Main St., Dallas, TX, 75201
Wes Hoblit, 2201 Main St., Dallas, TX, 75201

Against: None

CPC ACTION
MAY 6, 2021

Motion: In considering an application for an amendment to and an expansion of Planned Development District No. 400 for R-16(A) Single Family District uses and a private school use on property zoned Planned Development District No. 400 and an R-16(A) Single Family District, on the southwest and northwest corners of Merrell Road and Midway Road, it was moved to **hold** this case under advisement until June 3, 2021, and to instruct staff to re-advertise for a specific use permit.

Maker: Murphy
Second: MacGregor
Result: Carried: 12 to 0

For: 12 - MacGregor, Hampton, Stinson, Johnson,
Shidid, Carpenter, Jackson, Blair, Jung, Suhler,
Murphy, Rubin

Against: 0
Absent: 2 - Schwope, Garcia
Vacancy: 1 - District 10

Notices: Area: 500 Mailed: 228
Replies: For: 14 Against: 19

Speakers: For: Andrew Ruegg, 2201 Main St., Dallas, TX, 75201
For (Did not Speak): Dallas Cothrum, 2201 Main St., Dallas, TX, 75201
Wes Hoblit, 2201 Main St., Dallas, TX, 75201

Against: None

CPC RECOMENDED PD CONDITIONS

ARTICLE 400.

PD 400.

SEC. 51P-400.101. LEGISLATIVE HISTORY.

PD 400 was established by Ordinance No. 22096, passed by the Dallas City Council on June 22, 1994. Ordinance No. 22096 amended Ordinance No. 19455, Chapter 51A of the Dallas City Code, as amended. Ordinance No. 22096 was amended by Ordinance No. 24420, passed by the Dallas City Council on October 11, 2000. (Ord. Nos. 19455; 22096; 24420; 25850)

SEC. 51P-400.102. PROPERTY LOCATION AND SIZE.

PD 400 is established on property generally located at the southwest and northwest corners of Merrell Road and Midway Road. The size of PD 400 is approximately ~~35.173~~ 42.003 acres. (Ord. Nos. 22096; 25850)

SEC. 51P-400.103. DEFINITIONS AND INTERPRETATIONS.

(a) Unless otherwise stated, the definitions and interpretations in Chapter 51A apply to this article. In this article:

Staff's Recommendation

(1) OPEN SPACE means an area designated on the development plan for outdoor curricular use or special events, which shall be the portion of a building site that is accessible to all occupants of that building site (or to the general public if dedicated as public open space) and principally open to the sky but allows for architectural elements such as colonnades, pergolas, and gazebos. The space must be a contiguous open area of not less than 10 feet in width or length.

~~(1) — AMPLIFIED SOUND means announcements, music, or other noise projected through stadium field sound speakers.~~

~~(2) — ATHLETIC ACTIVITIES means athletic practices, scrimmages, and physical education classes limited to students of the private school located on the Property.~~

~~(3) — ATHLETIC FIELD means the athletic fields located north of Merrell Road as indicated on the development plan.~~

~~(4) — AUTHORIZED ATHLETIC EVENT means athletic game or school sponsored athletic event published on the official website of the private school located on the Property.~~

(5) — EAGLE WAY OUTDOOR LEARNING SPACE means an area designated on the development plan for outdoor curricular use or special events.

(6) — LOWER SCHOOL means pre-kindergarten through fourth grade.

(7) — MIDDLE SCHOOL means fifth grade through eighth grade.

(8) — MONTWOOD LINE means a line designated on the development plan which limits permissible development located to the south of the line in an area within 190 feet of the southern Property line.

(9) — OUTDOOR CURRICULAR USE means any activity relating to the private school student educational experience and part of the routine school day or summer camp day limited use taking place in the Eagle Way Outdoor Learning Space. These activities shall not create a noise that exceeds the decibel level limit on the bounding lot line for a residential zoning district of 56 dBA or that exceeds the background noise level by five dBA, whichever is greater.

(10) — OVERFLOW PARKING means off-street parking for any event that is published on the official website of the private school located on the Property which is not a part of the routine school day and is limited to use for a maximum of 12 days per calendar year.

(11) — ROUTINE SCHOOL DAY means scheduled school days, Monday through Friday during Fall and Spring semester which include regular private school operations and educational classes.

(12) — SECURITY LIGHTING means outdoor lighting which provides a level of illumination to clearly identify persons or objects and creates a psychological deterrent to criminal activity in the area being protected. This use of lighting shall not produce glare or direct illumination across a property line of an intensity that creates a nuisance or detracts from the use of adjacent property. Security lighting must be hooded and shielded except for bollard lighting.

(13) — SPECIAL EVENTS means an activity that is not a part of the routine school day, that is published on the official website of the private school located on the Property, and takes place in the Eagle Way Outdoor Learning Space by SUP only. These activities shall not create a noise that exceeds the decibel level limit on the bounding lot line for a residential zoning district of 56 dBA or that exceeds the background noise level by five dBA, whichever is greater.

(14) — STADIUM FIELD means the athletic field at Jones Family Stadium as indicated on the development plan.

(15) — SUMMER CAMP DAY means scheduled school activity days, Monday through Friday in between Spring and Fall semester which include outdoor curricular use activities in the Eagle Way Outdoor Learning Space limited to student-maintained gardens.

(16) — UPPER SCHOOL means ninth grade through twelfth grade.

CPC Recommendation, Applicant's Request

(1) AMPLIFIED SOUND means announcements, music, or other noise projected through stadium field sound speakers.

(2) ATHLETIC ACTIVITIES means athletic practices, scrimmages, and physical education classes limited to students of the private school located on the Property.

(3) ATHLETIC FIELD means the athletic fields located north of Merrell Road as indicated on the development plan.

(4) AUTHORIZED ATHLETIC EVENT means athletic game or school-sponsored athletic event published on the official website of the private school located on the Property.

(5) EAGLE WAY OUTDOOR LEARNING SPACE means an area designated on the development plan for outdoor curricular use or special events.

(6) LOWER SCHOOL means beginner through fourth grade.

(7) MIDDLE SCHOOL means fifth grade through eighth grade.

(8) MONTWOOD LINE means a line designated on the development plan which limits development located to the south of the line in an area within 190 feet of the southern Property line.

(9) OUTDOOR CURRICULAR USE means any activity relating to the private school student educational experience and part of the routine school day or summer camp day limited use taking place in the Eagle Way Outdoor Learning Space. These activities shall not create a noise that exceeds the decibel level limit on the bounding lot line for a residential zoning district of 56 dBA or that exceeds the background noise level by five dBA, whichever is greater.

(10) OVERFLOW PARKING means off-street parking for any event that is published on the official website of the private school located on the Property which is not a part of the routine school day and is limited to use for a maximum of 12 days per calendar year.

(11) ROUTINE SCHOOL DAY means scheduled school days, Monday through Friday during Fall and Spring semester which include regular private school operations and educational classes.

(12) SECURITY LIGHTING means outdoor lighting which provides a level of illumination to clearly identify persons or objects and creates a psychological deterrent to criminal activity in the area being protected. This use of lighting shall not produce glare or direct illumination across a property line of an intensity that creates a nuisance or detracts from the use of adjacent property. Security lighting must be hooded and shielded except for bollard lighting.

(13) SPECIAL EVENTS means an activity that is not a part of the routine school day, that is published on the official website of the private school located on the Property, and takes place in the Eagle Way Outdoor Learning Space by SUP only. These activities shall not create a

noise that exceeds the decibel level limit on the bounding lot line for a residential zoning district of 56 dBA or that exceeds the background noise level by five dBA, whichever is greater.

(14) STADIUM FIELD means the athletic field at Jones Family Stadium as indicated on the development plan.

(15) SUMMER CAMP DAY means scheduled school activity days, Monday through Friday in between Spring and Fall semester which include outdoor curricular use activities in the Eagle Way Outdoor Learning Space limited to student-maintained gardens.

(16) UPPER SCHOOL means ninth grade through twelfth grade.

(b) Unless otherwise stated, all references to articles, divisions, or sections in this article are to articles, divisions, or sections in Chapter 51A.

(c) This district is considered to be a residential zoning district. (Ord. Nos. 24420; 25850)

SEC. 51P-400.104. EXHIBITS.

The following exhibits are incorporated into this article:

(1) Exhibit 400A: Development plan

(2) Exhibit 400B: South and Southwest Landscape Buffer

(3) Exhibit 400C: Traffic management plan

SEC. 51P-400.1045. DEVELOPMENT PLAN.

(a) Development and use of the Property must comply with the development plan (Exhibit 400A). In the event of a conflict between the provisions of this article and the development plan, the provisions of this article control.

(b) Future phases are not required to be developed in numerical sequence.

~~(c) Exhibit 400A shows existing development of the Property as of October 11, 2000. Any structure labeled "TO BE REMOVED" on Exhibit 400A may remain on the Property until the completion of Phase VI or Phase VII, whichever occurs first. (Ord Nos. 24420; 25850)~~

(c) For purposes of compliance with lot coverage and off-street parking, the Property shall be considered one lot.

SEC. 51P-400.1056. MAIN USES PERMITTED.

(a) Except as provided in this section, the uses permitted in this district are those uses permitted in the R-16(A) Single Family District, subject to the same conditions applicable in the

R-16(A) Single Family District, as set out in the Dallas Development Code, except that a private school is permitted by right. For example, a use permitted in the R-16(A) Single Family District only by specific use permit (SUP) is permitted in this PD only by SUP; a use subject to development impact review (DIR) in the R-16(A) Single Family District is subject to DIR in this PD. (Ord. Nos. 24420; 25850)

(b) The following uses are permitted by right:

-- Private school.

-- Tower/antenna for cellular communication [mounted to stadium field light poles limited to no more than two poles with mounted cellular equipment as shown on the development plan].

Staff's Recommendation

(c) The following uses are permitted by SUP only:

----- Special Events in Eagle Way Outdoor Learning Space.

CPC Recommendation, Applicant's Request

(c) The following uses are permitted by SUP only:

-- Special Events in Eagle Way Outdoor Learning Space.

SEC. 51P-400.1067. ACCESSORY USES.

As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific types of accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A4.217. (Ord. Nos. 24420; 25850)

SEC. 51P-400.1078. YARD, LOT, AND SPACE REGULATIONS.

(a) In general. The development standards contained in Section 51A-4.112(c), "R-16(A) District," apply to this PD, except as otherwise required by these conditions.

(b) Setbacks.

(1) Minimum front, side, and rear yards are as shown on the development plan.

(2) Encroachments. Fencing, stadium field light poles with or without mounted cellular equipment, and guard houses are permitted within the setback as shown on the development plan.

(c) Floor area. Maximum floor area for each phase to be developed is shown on the development plan.

(d) Height.

(1) Maximum structure height is 48 feet, except as otherwise required by these conditions.

(2) Maximum structure height for Phase III is 35 feet.

(23) Maximum structure height for Phase VI is 35 feet.

(34) Maximum structure height for Phase X is 70 feet for the eastern 35 percent of the structure, and 48 feet for the remaining portion of the structure, as shown on the development plan.

(45) Maximum structure height for Phase XII is 30 feet.

(56) Maximum structure height for Phase XIII is 35 feet.

(57) Spires and flagpoles may not exceed 70 feet measured from grade to the highest point of the structure.

(68) Stadium Athletic field lighting poles may not exceed 60 feet with up to 12 additional feet for mounted cellular communication equipment and must comply with the residential proximity slope.

Staff's Recommendation:

(9) Parking lot light fixtures within 190 feet of the southern Property line south of the Montwood line may not exceed 12 feet.

CPC Recommendation, Applicant's Request

(9) Parking lot light fixtures within 190 feet of the southern Property line south of the Montwood line may not exceed 12 feet.

(10) Guardhouses may not exceed 12 feet.

(11) Residential proximity slope as defined in Sec. 51A-4.412 applies to all structures within the Property except for Stadium field lighting poles with mounted cellular communication equipment limited to no more than two poles with mounted cellular equipment as shown on the development plan.

(12) No projections are permitted above maximum structure height except for mounted cellular communication equipment on stadium field light poles.

(710) All structures, except for the Phase VI and Phase XII buildings and athletic field lighting poles as shown on the development plan, must comply with the residential proximity slope regulations contained in Section 51A-4.412.

(e) Lot coverage. Maximum lot coverage is 30 percent for nonresidential structures.

(f) Stories.

(1) Except as otherwise provided in this subsection, maximum number of stories above grade is three. (Ord. Nos. 24420; 25850)

(2) Maximum number of stories above grade for Phase XIII is two.

SEC. 51P-400.1089. OFF-STREET PARKING AND LOADING.

(a) Off-street parking and loading must be provided as shown on the development plan.

(b) For a private school use, off-street parking is required as follows: ~~and loading must be provided as required by Section 51A-4.204(17), “Public or Private School.” Except the following: six spaces per senior high school classroom are required.~~

Staff’s Recommendation

(1) Two spaces per kindergarten/elementary school classroom.

(2) Three and one-half spaces per junior high/middle school classroom.

(3) Ten and one-half spaces per senior high school classroom.

CPC Recommendation, Applicant’s Request

(1) Two spaces per Lower School [~~pre-kindergarten~~ beginner through 4th grade] classroom.

(2) Three and one-half spaces per Middle School [5th grade through 8th grade] classroom.

(3) Ten and one-half spaces per Upper School [9th grade through 12th grade] classroom.

(c) For a private school use, off-street loading is required per Section 51A-4.204(17).

(d) Off-street loading in Phase XIII. Loading and unloading zone shall not be located within 105 feet of the south or west Property line and shall have vehicular access to loading and unloading zone from Eagle Family Way East only.

(d) Consult the use regulations contained in Division 51A-4.200 for the specific off-street parking and loading requirements for other uses. (Ord. Nos. 24420; 25850)

(e) Except as provided in this subsection, prior to and during construction of Phase XIII, a minimum of 430 off-street parking spaces must be provided on the Property.

(f) Overflow parking shall be provided as shown on the development plan and must consist of grasscrete, enviro-crete, or a similar material as permitted in Section 51A-4.301(d)(4)(C), “Off-Street Parking Regulations.”

Staff's Recommendation

(g) Overflow parking may be used for a maximum of 12 days per calendar year and may not be used for any other purpose.

CPC Recommendation, Applicant's Request

(g) Overflow parking may be used for a maximum of 12 days per calendar year and may not be used for any other purpose.

(h) Except for designated days utilizing overflow parking, overflow parking ingress and egress shall be restricted for vehicular use by removeable bollards or similar device.

Staff's Recommendation

(i) No parking or idling of buses or vehicles on Eagle Family Way South, west of Phase XIII, Eagle Way Family West, or on drive aisles or parking lots within 190 feet of the southern Property line.

CPC Recommendation, Applicant's Request

(i) No bus parking or idling on Eagle Family Way South, west of Phase XIII, Eagle Way Family West, or on drive aisles or parking lots south of the Montwood line.

(j) No vehicle parking on Eagle Family Way South, west of Phase XIII, Eagle Way Family West, or on drive aisles south of the Montwood line except for vehicle queuing for carpool.

SEC. 51P-400.10910.

ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI. (Ord. Nos. 24420; 25850)

SEC. 51P-400.11011.

LIGHTING AND NOISE.

~~All athletic field lighting must comply with residential proximity slope regulations. Lighting may not produce glare or direct illumination across a property line of an intensity that creates a nuisance or detracts from the use or enjoyment of adjacent property. (Ord. Nos. 24420; 25850)~~

(a) Athletic field lighting.

Athletic field lighting is not permitted except for bollard lighting for safety purposes which may not exceed 48 inches in height which must be hooded and shielded, and light must be directed vertically downward and away from adjacent properties and stadium field lighting.

(b) Stadium field lighting.

(1) Stadium field lighting is permitted as shown on the development plan.

(24) Lighting may not produce glare or direct illumination across a property line of an intensity that creates a nuisance or detracts from the use of adjacent property.

CPC Recommendation

(32) Stadium field lighting may be used as follows starting June 1, 2022 is permitted from:

Staff's Recommendation, Applicant's Request

(32) Stadium field lighting may be used as follows starting June 1, 2022 is permitted from:

CPC Recommendation

_____ (i) ~~Authorized athletic events: 6:45 a.m. to 10:00 p.m. or no more than 30 minutes following the conclusion of authorized athletic events, whichever is later.~~

_____ (ii) ~~Athletic activities: Stadium field lighting is permitted from 6:45 a.m. to 8:00 p.m. on all other days in conjunction with any athletic activities including but not limited to practices and scrimmages~~

_____ (iii) ~~Events other than authorized athletic events: 8:00 a.m. – 10:00 p.m.~~

_____ (i) Monday through Wednesday:

_____ (A) 6:45 a.m. – 8:00 p.m. in conjunction with athletic activities.

_____ (B) 6:45 a.m. – 8:30 p.m. in conjunction with authorized athletic events and events other than authorized athletic events.

_____ (C) Authorized athletic events may not be scheduled or started later than 7:00 p.m. and may not be scheduled to end later than 8:30 p.m. in conjunction with stadium field lighting use.

_____ (D) In the event of extreme weather conditions when the heat index is more than 100 degrees Fahrenheit, stadium field lighting shall be permitted as early as 6:00 a.m.

_____ (E) In the event of inclement weather, visiting athletic team or game officials travel delay, or overtime games, stadium field lighting for authorized athletic events may extend as late as 9:00 p.m.

_____ (ii) Thursday through Friday:

_____ (A) 6:45 a.m. – 8:00 p.m. in conjunction with athletic activities.

_____ (B) 6:45 a.m. – 10:00 p.m. in conjunction with authorized athletic events and events other than authorized athletic events.

_____ (C) In the event of extreme weather conditions when the heat index is more than 100 degrees Fahrenheit, stadium field lighting shall be permitted as early as 6:00 a.m.

_____ (D) In the event of inclement weather, visiting athletic team or game officials travel delay, or overtime games, stadium field lighting for authorized athletic events may extend as late as 10:30 p.m.

_____ (iii) Saturday:

_____ (A) 8:00 a.m. – 7:00 p.m., except that the stadium field lighting for authorized athletic events may extend to 10:00 p.m. or 30 minutes following the conclusion of an authorized athletic event, which is later.

_____ (B) In the event of inclement weather, visiting athletic team or game officials travel delay, or overtime games, stadium field use for authorized athletic events may extend as late as 10:30 p.m.

_____ (iv) In addition to the above times, stadium field lighting may be used:

_____ (A) In the event of required maintenance that cannot be reasonably accommodated between 6:45 a.m. – 8:00 p.m., stadium field lighting shall be permitted until 10:00 p.m. except on Sundays ~~at any time. or on~~

_____ (B) In the event of an emergency situation, stadium field lighting shall be permitted at any time.

_____ (C) In the event of extreme weather conditions when the heat index is more than 100 degrees Fahrenheit, stadium field lighting shall be permitted as early as 6:00 a.m.

_____ (D) Stadium field lighting is prohibited in the month of July.

Staff's Recommendation

_____ ~~(i) Authorized athletic events: 6:45 a.m. to 10:00 p.m. or no more than 30 minutes following the conclusion of authorized athletic events, whichever is later.~~

_____ ~~(ii) Athletic activities: Stadium field lighting is permitted from 6:45 a.m. to 8:00 p.m. on all other days in conjunction with any athletic activities including but not limited to practices and scrimmages~~

_____ ~~(iii) Events other than authorized athletic events: 8:00 a.m. – 10:00 p.m.~~

_____ (i) Monday through Wednesday (June through January):

_____ (A) 6:45 a.m. – 8:00 p.m. in conjunction with athletic activities.

_____ (B) 6:45 a.m. – 8:30 p.m. in conjunction with authorized athletic events ~~and events other than authorized athletic events.~~

_____ (C) Authorized athletic events may not be scheduled or started later than 7:00 p.m. and may not be scheduled to end later than 8:30 p.m. in conjunction with stadium field lighting use.

_____ (D) In the event of extreme weather conditions when the heat index is more than 100 degrees Fahrenheit, stadium field lighting shall be permitted as early as 6:00 a.m.

_____ (E) In the event of inclement weather, visiting athletic team or game officials travel delay, or overtime games, stadium field lighting for authorized athletic events may extend as late as 9:00 p.m.

_____ (ii) Monday through Wednesday (February through May):

_____ (A) 6:45 a.m. – 8:00 p.m. in conjunction with athletic activities.

_____ (B) 6:45 a.m. – 9:00 p.m. in conjunction with authorized athletic events and events other than authorized athletic events.

_____ (C) Authorized athletic events may not be scheduled to start no later than 7:00 p.m. and may not be scheduled to end later than 9:00 p.m. in conjunction with stadium field lighting use.

_____ (D) In the event of extreme weather conditions when the heat index is more than 100 degrees Fahrenheit, stadium field lighting shall be permitted as early as 6:00 a.m.

_____ (E) In the event of inclement weather, visiting athletic team or game officials travel delay, or overtime games, stadium field lighting for authorized athletic events may extend as late as 9:30 p.m.

_____ (iii) Thursday through Friday:

_____ (A) 6:45 a.m. – 8:00 p.m. in conjunction with athletic activities.

_____ (B) 6:45 a.m. – 10:00 p.m. in conjunction with authorized athletic events and events other than authorized athletic events.

_____ (C) In the event of extreme weather conditions when the heat index is more than 100 degrees Fahrenheit, stadium field lighting shall be permitted as early as 6:00 a.m.

_____ (D) In the event of inclement weather, visiting athletic team or game officials travel delay, or overtime games, stadium field lighting for authorized athletic events may extend as late as 10:30 p.m.

_____ (iv) Saturday:

_____ (A) 8:00 a.m. – 10:00 p.m.

_____ (B) In the event of inclement weather, visiting athletic team or game officials travel delay, or overtime games, stadium field use for authorized athletic events may extend as late as 10:30 p.m.

Applicant's Request

~~_____ (i) Authorized athletic events: 6:45 a.m. to 10:00 p.m. or no more than 30 minutes following the conclusion of authorized athletic events, whichever is later.~~

~~_____ (ii) Athletic activities: Stadium field lighting is permitted from 6:45 a.m. to 8:00 p.m. on all other days in conjunction with any athletic activities including but not limited to practices and scrimmages~~

~~_____ (iii) Events other than authorized athletic events: 8:00 a.m. — 10:00 p.m.~~

(i) Monday through Wednesday (June through January):

_____ (A) 6:45 a.m. – 8:00 p.m. in conjunction with athletic activities.

_____ (B) 6:45 a.m. – 8:30 p.m. in conjunction with authorized athletic events and events other than authorized athletic events.

_____ (C) Authorized athletic events may not be scheduled or started later than 7:00 p.m. and may not be scheduled to end later than 8:30 p.m. in conjunction with stadium field lighting use.

_____ (D) In the event of extreme weather conditions when the heat index is more than 100 degrees Fahrenheit, stadium field lighting shall be permitted as early as 6:00 a.m.

_____ (E) In the event of inclement weather, visiting athletic team or game officials travel delay, or overtime games, stadium field lighting for authorized athletic events may extend as late as 9:00 p.m.

_____ (ii) Monday through Wednesday (February through May):

_____ (A) 6:45 a.m. – 8:00 p.m. in conjunction with athletic activities.

_____ (B) 6:45 a.m. – 9:00 p.m. in conjunction with authorized athletic events and events other than authorized athletic events.

_____ (C) Authorized athletic events may not be scheduled to start no later than 7:00 p.m. and may not be scheduled to end later than 9:00 p.m. in conjunction with stadium field lighting use.

_____ (D) In the event of extreme weather conditions when the heat index is more than 100 degrees Fahrenheit, stadium field lighting shall be permitted as early as 6:00 a.m.

_____ (E) In the event of inclement weather, visiting athletic team or game officials travel delay, or overtime games, stadium field lighting for authorized athletic events may extend as late as 9:30 p.m.

_____ (iii) Thursday through Friday:

_____ (A) 6:45 a.m. – 8:00 p.m. in conjunction with athletic activities.

(B) 6:45 a.m. – 10:00 p.m. in conjunction with authorized athletic events and events other than authorized athletic events.

(C) In the event of extreme weather conditions when the heat index is more than 100 degrees Fahrenheit, stadium field lighting shall be permitted as early as 6:00 a.m.

(D) In the event of inclement weather, visiting athletic team or game officials travel delay, or overtime games, stadium field lighting for authorized athletic events may extend as late as 10:30 p.m.

(iv) Saturday:

(A) 8:00 a.m. – 10:00 p.m.

(B) In the event of inclement weather, visiting athletic team or game officials travel delay, or overtime games, stadium field use for authorized athletic events may extend as late as 10:30 p.m.

(iv) In addition to the above times, stadium field lighting may be used:

(A) In the event of required maintenance that cannot be reasonably accommodated between 6:45 a.m. – 8:00 p.m., stadium field lighting shall be permitted until 10:00 p.m. except on Sundays at any time. or on

(B) In the event of an emergency situation, stadium field lighting
shall be permitted at any time.

(C) In the event of extreme weather conditions when the heat index is more than 100 degrees Fahrenheit, stadium field lighting shall be permitted as early as 6:00 a.m.

(D) In the event of scheduling conflicts limited to the last two weeks in October and January and the first two weeks in November and February during sports season crossover periods, stadium field lighting shall be permitted as early as 6:00 a.m.

(4) Stadium field lighting is prohibited on Sundays.

(5) Upon renovation or replacement of existing stadium field lighting poles, innovative lighting technology to lower the height of existing lighting, limit lighting glare, and provide sustainable lighting solutions for future use shall be implemented.

(c) Stadium field noise.

(1) Before the completion of the 2022 Spring semester and before the completion of the 2022 Fall semester, the Property owner or operator must provide two noise studies from Spring 2022 (lacrosse game) and Fall 2022 (football game) to the building official, prepared by a registered engineer, measuring noise generated from the stadium field during an authorized athletic event on adjacent residentially zoned properties south and east of the stadium field. If the director determines that the submitted noise analysis results in levels of noise that exceeds Article VI or otherwise creates a nuisance, the director shall require the Property owner to submit an outline of proposed improvements to mitigate reported noise levels. If the Property owner fails to submit an

outline of the required improvements within 30 days after the director's request, the director shall notify the city plan commission. The director may request additional stadium field noise studies no more than once every three years.

CPC Recommendation, Staff's Recommendation

(2) No amplified sound shall be allowed during athletic activities.

Applicant's Request

(2) No amplified sound shall be allowed during athletic activities except for portable music or speakers relating to cheer or dance practice. These activities shall not create a noise that exceeds the decibel level limit on the bounding lot line for a residential zoning district of 56 dBA or that exceeds the background noise level by five dBA, whichever is greater.

CPC Recommendation

(3) No amplified sound shall be allowed during authorized athletic events or events other than authorized athletic events Sunday through Wednesday except for ~~special circumstances including~~ athletic team Senior Night and athletic team playoff games.

Staff's Recommendation

(3) No amplified sound shall be allowed during authorized athletic events ~~or events other than authorized athletic events~~ Sunday through Wednesday except for special circumstances including athletic team Senior Night and athletic team playoff games.

Applicant's Request

(3) No amplified sound shall be allowed during authorized athletic events or events other than authorized athletic events Sunday through Wednesday except for special circumstances including athletic team Senior Night and athletic team playoff games.

(4) Stadium sound compression device to be installed to limit and monitor amplified sound from stadium speakers.

CPC Recommendation

(5) Noise-amplifying devices such as bullhorns, airhorns, and vuvuzelas are prohibited. Signage must be posted at all spectator entrances of the stadium field advising of the prohibition for noise-amplifying devices. Notwithstanding this prohibition, game officials and coaches may use whistles and air horns. Whistles and airhorns shall not create a noise that exceeds the decibel level limit on the bounding lot line for a residential zoning district of 56 dBA or that exceeds the background noise level by five dBA, whichever is greater. The use of artificial crowd noises or noise makers through amplification is also prohibited.

Staff's Recommendation, Applicant's Request

(5) Noise-amplifying devices such as bullhorns, airhorns, and vuvuzelas are prohibited. Signage must be posted at all spectator entrances of the stadium field advising of the prohibition for noise-amplifying devices. Notwithstanding this prohibition, game officials and coaches may use whistles and air horns. Whistles and airhorns shall not create a noise that exceeds the decibel level limit on the bounding lot line for a residential zoning district of 56 dBA or that exceeds the background noise level by five dBA, whichever is greater.

CPC Recommendation

(6) Pre-game music and halftime music is only allowed for varsity level authorized athletic events.

Staff's Recommendation, Applicant's Request

~~(6) Pre game music and halftime music is only allowed for varsity level authorized athletic events.~~

(d) Noise monitoring device. A noise monitoring device shall be installed on the eight-foot wood privacy fence on the south Property line, 150 feet west of Midway Road to monitor noise levels emanating from the Property with noise levels published on the official website of the private school located on the Property.

(e) Parking lot lighting standards for lighting installed after October 1, 2021.

(1) The light source must be hooded and shielded.

(2) In order to direct light downward and minimize the amount of light spillage into the night sky and onto adjacent properties, all lighting fixtures must be full cutoff fixtures.

(3) Fixtures must be mounted in such a manner that the cone of the light is contained on-site and does not cross any property line on the perimeter of the Property.

(4) Parking lot lighting fixtures may not exceed 12 feet in height.

(f) Building and guardhouse security lighting standards for lighting installed after October 1, 2021.

(1) Building mounted security light fixtures such as wall packs may not project above the roof line of the building and must be hooded and shielded.

(2) Guardhouse security light fixtures must not exceed 7 feet in height, must be hooded and shielded, and light must be directed vertically downward and away from adjacent properties.

(3) Internal guardhouse lighting must be turned off overnight from 11:00 p.m. to 6:00 a.m. or when unmanned.

CPC Recommendation

(g) Existing and future building lighting must be turned off from 11:00 p.m. to 6:00 a.m. except for motion security lights. With Phase XIII, internal lighting must be turned off from 8:00 p.m. to 6:00 a.m. (the next day).

Staff's Recommendation, Applicant's Request

(g) Existing and future building lighting must be turned off from 11:00 p.m. to 6:00 a.m. except for motion security lights.

(h) Overflow parking lot; Eagle Family Way North, South, East, and West driveways; entrances, and adjacent walkways lighting may only be provided as bollard lighting for safety purposes which may not exceed 48 inches in height.

SEC. 51P-400.112. ATHLETIC FIELD AND STADIUM FIELD USE AND HOURS OF OPERATION.

(a) Athletic field use.

(1) Athletic field may only be utilized for authorized athletic events, athletic activities, and events other than authorized athletic events.

(2) Events other than authorized athletic events are permitted on the athletic field a maximum of four days per calendar year.

(b) Athletic field hours of operation.

(1) Monday through Friday: 6:45 a.m. - 8:00 p.m.

(2) Saturday: 8:00 a.m. - 7:00 p.m.

(3) Sunday: 12:00 p.m. - 6:00 p.m.

(c) Stadium field use.

(1) Stadium field may only be utilized for authorized athletic events, athletic activities, and events other than authorized athletic events.

(2) Events other than authorized athletic events are permitted on the stadium field a maximum of four days per calendar year.

CPC Recommendation

(1) Monday through Friday:
(i) 6:45 a.m. and 8:00 p.m. except that authorized athletic events may extend to 10:00 p.m. or 30 minutes following the conclusion of an authorized athletic event, whichever is later.

~~_____ (ii) In the event of extreme weather conditions when the heat index is more than 100 degrees Fahrenheit, stadium field use shall be permitted as early as 6:00 a.m.~~

~~_____ (iii) In the event of scheduling conflicts limited to the last two weeks in October and January and the first two weeks in November and February during sports season crossover periods, stadium field use shall be permitted as early as 6:00 a.m.~~

(d) Stadium field hours of operation.

(1) Monday through Wednesday:

(i) 6:45 a.m. – 8:00 p.m. in conjunction with athletic activities.

(ii) 6:45 a.m. – 8:30 p.m. in conjunction with authorized athletic events and events other than authorized athletic events.

(iii) Authorized athletic events may not be scheduled to start later than 7:00 p.m. and may not be scheduled to end later than 8:30 p.m. in conjunction with stadium field use.

(iv) In the event of extreme weather conditions when the heat index is more than 100 degrees Fahrenheit, stadium field use shall be permitted as early as 6:00 a.m.

(v) In the event of inclement weather, visiting athletic team or game officials travel delay, or overtime games, stadium field use for authorized athletic events may extend as late as 9:00 p.m.

(3) Thursday through Friday:

(i) 6:45 a.m. – 8:00 p.m. in conjunction with athletic activities.

(ii) 6:45 a.m. – 10:00 p.m. in conjunction with authorized athletic events and events other than authorized athletic events.

(iii) In the event of extreme weather conditions when the heat index is more than 100 degrees Fahrenheit, stadium field use shall be permitted as early as 6:00 a.m.

(iv) In the event of inclement weather, visiting athletic team or game officials travel delay, or overtime games, stadium field use for authorized athletic events may extend as late as 10:30 p.m.

(4) Saturday:

(i) 8:00 a.m. – 7:00 p.m. except that authorized athletic events may extend to 10:00 p.m. or 30 minutes following the conclusion of an authorized athletic event, whichever is later.

(ii) In the event of inclement weather, visiting athletic team or game officials travel delay, or overtime games, stadium field use for authorized athletic events may extend as late as 10:30 p.m.

Staff's Recommendation

~~_____ (1) Monday through Friday:~~

~~_____ (i) 6:45 a.m. and 8:00 p.m. except that authorized athletic events may extend to 10:00 p.m. or 30 minutes following the conclusion of an authorized athletic event, whichever is later.~~

~~_____ (ii) In the event of extreme weather conditions when the heat index is more than 100 degrees Fahrenheit, stadium field use shall be permitted as early as 6:00 a.m.~~

~~_____ (iii) In the event of scheduling conflicts limited to the last two weeks in October and January and the first two weeks in November and February during sports season crossover periods, stadium field use shall be permitted as early as 6:00 a.m.~~

~~(d) Stadium field hours of operation starting June 1, 2022.~~

~~(1) Monday through Wednesday (June through January):~~

~~(i) 6:45 a.m. – 8:00 p.m. in conjunction with athletic activities.~~

~~(ii) 6:45 a.m. – 8:30 p.m. in conjunction with authorized athletic events and events other than authorized athletic events.~~

~~(iii) Authorized athletic events may not be scheduled to start later than 7:00 p.m. and may not be scheduled to end later than 8:30 p.m. in conjunction with stadium field use.~~

~~(iv) In the event of extreme weather conditions when the heat index is more than 100 degrees Fahrenheit, stadium field use shall be permitted as early as 6:00 a.m.~~

~~(v) In the event of inclement weather, visiting athletic team or game officials travel delay, or overtime games, stadium field use for authorized athletic events may extend as late as 9:00 p.m.~~

~~(2) Monday through Wednesday (February through May):~~

~~(i) 6:45 a.m. – 8:00 p.m. in conjunction with athletic activities.~~

~~(ii) 6:45 a.m. – 9:00 p.m. in conjunction with authorized athletic events and events other than authorized athletic events.~~

~~(iii) Authorized athletic events may not be scheduled to start later than 7:00 p.m. and may not be scheduled to end later than 9:00 p.m. in conjunction with stadium field use.~~

~~(iv) In the event of extreme weather conditions when the heat index is more than 100 degrees Fahrenheit, stadium field use shall be permitted as early as 6:00 a.m.~~

~~(v) In the event of inclement weather, visiting athletic team or game officials travel delay, or overtime games, stadium field use for authorized athletic events may extend as late as 9:30 p.m.~~

(3) Thursday through Friday:

(i) 6:45 a.m. – 8:00 p.m. in conjunction with athletic activities.

(ii) 6:45 a.m. – 10:00 p.m. in conjunction with authorized athletic events and events other than authorized athletic events.

(iii) In the event of extreme weather conditions when the heat index is more than 100 degrees Fahrenheit, stadium field use shall be permitted as early as 6:00 a.m.

(iv) In the event of inclement weather, visiting athletic team or game officials travel delay, or overtime games, stadium field use for authorized athletic events may extend as late as 10:30 p.m.

(4) Saturday:

(i) 8:00 a.m. – 10:00 p.m. 7:00 p.m. except that authorized athletic events may extend to 10:00 p.m. or 30 minutes following the conclusion of an authorized athletic event, whichever is later.

(ii) In the event of inclement weather, visiting athletic team or game officials travel delay, or overtime games, stadium field use for authorized athletic events may extend as late as 10:30 p.m.

Applicant's Request

(1) Monday through Friday:

(i) 6:45 a.m. and 8:00 p.m. except that authorized athletic events may extend to 10:00 p.m. or 30 minutes following the conclusion of an authorized athletic event, whichever is later.

(ii) In the event of extreme weather conditions when the heat index is more than 100 degrees Fahrenheit, stadium field use shall be permitted as early as 6:00 a.m.

(iii) In the event of scheduling conflicts limited to the last two weeks in October and January and the first two weeks in November and February during sports season crossover periods, stadium field use shall be permitted as early as 6:00 a.m.

(d) Stadium field hours of operation starting June 1, 2022.

(1) Monday through Wednesday (June through January):

(i) 6:45 a.m. – 8:00 p.m. in conjunction with athletic activities.

(ii) 6:45 a.m. – 8:30 p.m. in conjunction with authorized athletic events and events other than authorized athletic events.

(iii) Authorized athletic events may not be scheduled to start later than 7:00 p.m. and may not be scheduled to end later than 8:30 p.m. in conjunction with stadium field use.

(iv) In the event of extreme weather conditions when the heat index is more than 100 degrees Fahrenheit, stadium field use shall be permitted as early as 6:00 a.m.

(v) In the event of inclement weather, visiting athletic team or game officials travel delay, or overtime games, stadium field use for authorized athletic events may extend as late as 9:00 p.m.

(2) Monday through Wednesday (February through May):

(i) 6:45 a.m. – 8:00 p.m. in conjunction with athletic activities.

(ii) 6:45 a.m. – 9:00 p.m. in conjunction with authorized athletic events and events other than authorized athletic events.

(iii) Authorized athletic events may not be scheduled to start later than 7:00 p.m. and may not be scheduled to end later than 9:00 p.m. in conjunction with stadium field use.

(iv) In the event of extreme weather conditions when the heat index is more than 100 degrees Fahrenheit, stadium field use shall be permitted as early as 6:00 a.m.

(v) In the event of inclement weather, visiting athletic team or game officials travel delay, or overtime games, stadium field use for authorized athletic events may extend as late as 9:30 p.m.

(3) Thursday through Friday:

(i) 6:45 a.m. – 8:00 p.m. in conjunction with athletic activities.

(ii) 6:45 a.m. – 10:00 p.m. in conjunction with authorized athletic events and events other than authorized athletic events.

(iii) In the event of extreme weather conditions when the heat index is more than 100 degrees Fahrenheit, stadium field use shall be permitted as early as 6:00 a.m.

(iv) In the event of inclement weather, visiting athletic team or game officials travel delay, or overtime games, stadium field use for authorized athletic events may extend as late as 10:30 p.m.

(4) Saturday:

(i) 8:00 a.m. – 10:00 p.m. ~~7:00 p.m. except that authorized athletic events may extend to 10:00 p.m. or 30 minutes following the conclusion of an authorized athletic event, whichever is later.~~

(ii) In the event of inclement weather, visiting athletic team or game officials travel delay, or overtime games, stadium field use for authorized athletic events may extend as late as 10:30 p.m.

(5) Sunday: 12:00 p.m. - 6:00 p.m.

SEC. 51P-400.1143. LANDSCAPING.

For a private school use, the following landscape regulations apply:

(1) Except as provided in this section, landscaping must be provided in accordance with Article X installed and maintained as shown on the landscape plan (Exhibit 400B), unless it is reasonably required to be removed for construction of a particular phase of development.

(2) Landscaping for future phases of development must comply with Article X. ~~or the landscape plan, whichever requires more landscaping.~~ A landscape plan that complies with this section must be submitted to the building official before a building permit will be issued for a phase of development. Artificial lots may be designated with each new permit.

~~(3) Prior to the issuance of a building permit for Phase VIII, IX, or XI, whichever phase occurs first, a three foot berm must be installed adjacent to Montwood Lane, as shown on the landscape plan.~~

(43) A landscape plan that meets the following criteria must be submitted to and approved by the building official before a building permit will be issued for construction of the ~~Traet 2~~ North Lot parking lot area as shown on the Development Plan:

~~(A) No surface parking space may be located more than 120 feet from the trunk of a large canopy tree.~~

~~(BA)~~ One tree having a caliper of at least three two inches must be provided in the parking lot for each 4,000 square feet of parking lot area, or fraction thereof, with a minimum of four trees being provided.

~~(C) One tree having a caliper of at least three inches must be provided for each 50 feet of street frontage. These trees must be located within 30 feet of the projected street curb. The trees may be located in the public right of way provided that all private licensing requirements of the city code and charter are met. For purposes of this paragraph, "projected street curb" means the future location of the street curb consistent with the city thoroughfare plan as determined by the director of public works and transportation. Street trees may not be counted toward the requirement in Subsection (B) above.~~

(4) Landscaping for Phase A, Phase B, and within Phase XIII building site must be provided as shown on the South and Southwest Landscape Buffer (Exhibit 400B), and as indicated herein.

(5) Prior to the issuance of a building permit for the Eagle Family Way South driveway, south staff parking lots, or Phase XIII building site, landscaping must be installed for Phase A Landscape Buffer as shown on the South and Southwest Landscape Buffer (Exhibit 400B), and as indicated herein.

(6) Landscaping must be installed for Phase B Landscape Buffer in conjunction with construction of the south staff parking lot as shown on the South and Southwest Landscape Buffer (Exhibit 400B).

(7) Landscaping must be installed for Phase XIII Landscape Buffer in conjunction with construction of the Phase XIII building site with a 10-foot landscape buffer of ~~with~~ large evergreen screening shrubs with a minimum height of six feet on the southern and western sides of the building site as shown on the South and Southwest Landscape Buffer (Exhibit 400B).

(8) Phase A Landscape Buffer shall be installed prior to Phase B or Phase XIII except that Phase A and Phase B Landscape Buffer may be installed concurrently.

(9) The Property owner or operator shall provide a health assessment prepared by a certified arborist of trees within the South and Southwest Landscape Buffer area to the building official every three years following completion of Phase A landscaping.

(§10) All plant material must be maintained in a healthy, growing condition.

(611) For all other uses, landscaping must be provided in accordance with Article X. (Ord. Nos. 24420; 25850)

SEC.51P-400.114. FENCE, SCREENING, AND VISUAL OBSTRUCTION REGULATIONS.

(1) A solid board-on-board wood perimeter fence must be provided along the south line of the Property and 290 linear feet of the west line of the Property as shown on the development plan.

(2) The solid wood perimeter fence shall be a minimum of eight feet in height.

CPC Recommendation

(3) In addition to the requirements for Phase A landscaping as shown on the South and Southwest Landscape Buffer (Exhibit 400B), a minimum combined total of 50 large evergreen shrubs with a minimum height of eight feet at installation and trees with a minimum caliper of six inches and a maximum caliper of eight inches at installation must be provided along the solid wood perimeter fence in the Phase A landscape buffer to provide additional screening for the benefit of adjacent residential properties.

Staff's Recommendation, Applicant's Request

(3) In addition to the requirements for Phase A landscaping as shown on the South and Southwest Landscape Buffer (Exhibit 400B), a minimum of 50 large evergreen shrubs with a minimum installation height of eight feet must be provided along the solid wood perimeter fence in the Phase A landscape buffer to provide additional screening for the benefit of adjacent residential properties.

Staff's Recommendation

SEC. 51P-400.115. OPEN SPACE.

(a) It shall not be used for the following within 190 feet of the southern Property line ~~south of the Montwood line.~~

CPC Recommendation, Applicant's Request

SEC. 51P-400.115. EAGLE WAY OUTDOOR LEARNING SPACE.

(a) It shall not be used for the following within 190 feet of the southern Property line south of the Montwood line.

_____ (1) Permanent playground structures

_____ (2) Temporary playground structures [by SUP only for special events in Eagle Way Outdoor Learning Space]

_____ (3) Authorized athletic events including cheerleading

_____ (4) ~~Athletic team games or practices~~ Athletic activities

_____ (5) Live music, outside speakers, outdoor choir, DJ, amplified sound, or microphones [by SUP only for special events in Eagle Way Outdoor Learning Space only]

_____ (6) Portable restrooms

(b) Eagle Way Outdoor Learning Space shall only be used for outdoor curricular uses and special events by SUP only. ~~not be rented for use to outside entities or groups and shall not be used for non-school related activities and events.~~

Staff's Recommendation

(c) Lighting within 190 feet of the southern Property line ~~south of the Montwood line.~~

CPC Recommendation, Applicant's Request

(c) ~~Lighting within 190 feet of the southern Property line~~ south of the Montwood line.

_____ (1) Lighting may only be provided as bollard lighting for safety purposes which may not exceed 48 inches in height.

(d) Hours.

Staff's Recommendation

_____ (1) ~~Outdoor curricular uses on routine school days are limited to the hours of 8:00 a.m. to 6:00 p.m., Monday through Friday.~~

_____ (2) ~~Outdoor curricular uses on summer camp days are limited to student-maintained gardens only, during the hours of 8:00 a.m. to 6:00 p.m., Monday through Friday.~~

CPC Recommendation, Applicant's Request

_____ (1) Outdoor curricular uses on routine school days are limited to the hours of 8:00 a.m. to 6:00 p.m., Monday through Friday.

_____ (2) Outdoor curricular uses on summer camp days are limited to student-maintained gardens only, during the hours of 8:00 a.m. to 6:00 p.m., Monday through Friday.

SEC. 51P-400.116. MAXIMUM ENROLLMENT.

Staff's Recommendation

A private school may not exceed an average daily on-campus attendance of 1,320 students or a maximum enrollment of 1,400 students.

CPC Recommendation, Applicant's Request

A private school may not exceed an average daily on-campus attendance of 1,320 students or a maximum enrollment of 1,400 students.

SEC. 51P-400.1127. SIGNS.

(a) Except as provided in this section, signs must comply with the provisions for non-business zoning districts contained in Article VII. (Ord. Nos. 24420; 25850)

(b) A maximum of five monument signs with a maximum effective area of 144 square feet each and a maximum height of six feet each may be located as shown on the development plan.

SEC. 51P-400.118. ADDITIONAL STANDARDS FOR PHASE XIII.

(a) South and west elevations of structure shall be residential in nature including a roof pitch greater than 15 degrees and must provide translucent glass for windows located anywhere from finished floor to six feet above the finished floor on the second story of southeast, south, and west facing facades.

(b) Floor area for a single building may not exceed 7,500 square feet. Combined floor area for two buildings may not exceed 15,000 square feet.

(c) Buildings may be connected by porte cochere, covered walkways, or other similar covered and open-air structures.

(d) Roof mounted equipment shall be appropriately screened from adjacent properties and may not project above the 35-foot maximum height.

CPC Recommendation

(e) Indoor lighting must be turned off from 8:00 p.m. to 6:00 a.m. (the next day) except for motion security lights.

Staff's Recommendation, Applicant's Request

(e) Indoor lighting must be turned off from 11:00 p.m. to 6:00 a.m. except for motion security lights.

(f) Outdoor lighting, except for security safety lighting, must be turned off by 8:00 p.m. 9:00 p.m. on school nights and 7:00 p.m. on all other nights.

(g) Outdoor lighting, including security lighting, must be hooded and shielded, and light must be directed vertically downward and away from adjacent properties.

(h) Outdoor lighting, including security lighting, shall not exceed 7 feet.

(i) Hours of operation.

Staff's Recommendation

(1) Monday through Friday between the hours of 7:00 a.m. and 6:00 p.m. or later in conjunction with any event that is published on the official website of the private school located on the Property.

CPC Recommendation, Applicant's Request

(1) Monday through Friday between the hours of 7:00 a.m. and 6:00 p.m. or later in conjunction with any events other than authorized athletic events that are is published on the official website of the private school located on the Property.

(2) Closed on Saturday, Sunday, and Holidays.

Staff's Recommendation

~~(j) Outdoor storage must be screened from view of adjoining residential property.~~

CPC Recommendation, Applicant's Request

(j) Outdoor storage must be screened from view of adjoining residential property.

(k) Dumpsters shall not be located within 150 feet of the south or west Property line and must be screened from view of adjoining residential property, and provide dumpster pickup from Eagle Family Way East only.

(l) Loading and unloading zone shall not be located within 105 feet of the south or west Property line and shall have vehicular accessibility to loading and unloading zone from Eagle Family Way East only.

(m) No vehicular ingress and egress shall be permitted to the Phase XIII building site from Eagle Family Way South or West.

SEC. 51P-400.1139. TRAFFIC MANAGEMENT PLAN.

~~A traffic management plan must be completed and approved by the director of public works and transportation prior to the issuance of a building permit for Phase V in conjunction with Exhibit 400A. (Ord. Nos. 24420; 25850)~~

(a) In general. Operation of a private school must comply with the traffic management plan (Exhibit 400C).

(b) Queuing. Except as provided in the approved traffic management plan, queuing is only permitted inside the Property. Student drop-off and pick-up are not permitted within city rights-of-way.

(c) Traffic study.

(1) The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director 365 days after completion of the south entrance and south drive aisles as shown in Exhibit 400A. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by March 1st of each odd-numbered year.

(2) The traffic study must be in writing, performed by a licensed engineer, based on a minimum of four samples taken on different school days at different drop-off and pick-up times over a two-week period, and must contain an analysis of the following:

(A) ingress and egress points;

(B) queue lengths;

(C) number and location of personnel assisting with loading and unloading of students;

(D) drop-off and pick-up locations;

(E) drop-off and pick-up hours for each grade level;

(F) hours for each grade level; and

(G) circulation.

(3) Within 30 days after submission of a traffic study, the director shall determine if the current traffic management plan is sufficient.

(A) If the director determines that the current traffic management plan is sufficient, the director shall notify the applicant in writing.

(B) If the director determines that the current traffic management plan results in traffic hazards or traffic congestion, the director shall require the Property owner to submit an amended traffic management plan. If the Property owner fails to submit an amended traffic management plan within 30 days, the director shall notify the city plan commission.

CPC Recommendation

(4) Upon submission to the director, the traffic study and any subsequent updates must be published on the official website of the private school located on the Property.

Staff's Recommendation, Applicant's Request

(4) The traffic study and any subsequent updates must be published on the official website of the private school located on the Property.

(c) Amendment process.

(1) A traffic management plan may be amended using the minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3).

(2) In order to amend a traffic management plan, the Property owner or operator must provide data showing the number of students who live within walking distance of the school, how many students actually walk to school, and how many students use public transportation.

(3) The city plan commission shall authorize changes in a traffic management plan if the proposed amendments improve queuing or traffic circulation; eliminate traffic hazards; or decrease traffic congestion. (Ord. 27872)

SEC. 51P-400.120. TRAFFIC REDUCTION AND CIRCULATION.

(a) Generally. Traffic reduction management must be continually pursued and carpooling and ride sharing must be promoted.

CPC Recommendation, Staff's Recommendation

(b) Student pickup and drop-off. Upon completion of Eagle Family Way North, Eagle Family Way South, and south staff parking lots as shown on the development plan, student pickup and drop-off for Lower School shall use Midway Road entrance and student pickup and drop-off for Middle School and Upper School shall use Merrell Road entrance ~~with occasional modifications to student pickup and drop-off operations when necessary.~~

(c) Service vehicles, deliveries, and buses. Upon completion of Eagle Family Way North, Eagle Family Way South, and south staff parking lots as shown on the development plan, the owner shall direct delivery, and service vehicles, and buses to Merrell Road entrance as the primary means of ingress and egress to the Property. Service vehicles, deliveries, and buses shall not use Eagle Family Way West or South, south of Phase XIII, at any time.

Applicant's Request

(b) Student pickup and drop-off. Upon completion of Eagle Family Way North, Eagle Family Way South, and south staff parking lots as shown on the development plan, student pickup and drop-off for Lower School shall use Midway Road entrance and student pickup and drop-off for Middle School and Upper School shall use Merrell Road entrance with occasional modifications to student pickup and drop-off operations when necessary.

(c) Service vehicles, deliveries, and buses. Upon completion of Eagle Family Way North, Eagle Family Way South, and south staff parking lots as shown on the development plan, the owner shall direct delivery, ~~and~~ service vehicles, and buses to Merrell Road entrance as the primary means of ingress and egress to the Property. Delivery, ~~and~~ service vehicles, and buses may utilize Midway Road entrance as secondary means of ingress and egress to the Property when necessary. Service vehicles, deliveries, and buses shall not use Eagle Family Way West or South, south of Phase XIII, at any time.

(d) Primary internal circulation route for visiting vehicles from the Midway Road entrance shall be designated as Eagle Family Way South to Eagle Family Way East to Eagle Family Way North, with the West Drive reserved for excess carpool queueing.

Staff's Recommendation

~~(d) Authorized athletic event access. Parking lot gates must be open and allow free flow of vehicles into the Property one hour prior to start time of authorized athletic events.~~

CPC Recommendation, Applicant's Request

(d) Authorized athletic event access. Parking lot gates must be open and allow free-flow of vehicles into the Property one hour prior to start time of authorized athletic events.

SEC. 51P-400.11421.

ADDITIONAL PROVISIONS.

(a) The entire Property must be properly maintained in a state of good repair and neat appearance.

(b) Development and use of the Property must comply with federal and state laws and regulations, and with all ordinances, rules, and regulations of the city. (Ord. Nos. 24420; 25850)

Staff's Recommendation

(c) Within 190 feet of the southern Property line and within 290 feet of the southern Property line for the easternmost section of the southern Property line, the only permitted development includes paved and overflow parking, drive aisles, guard houses, monument signage, Open Space, landscaping, and Phase XIII maintenance and administration support building(s) limited to a maximum of 15,000 square feet, ~~and associated improvements and modifications as shown on the original development plan.~~

CPC Recommendation, Applicant's Request

(c) South of the Montwood line, the only permitted development includes paved and overflow parking, drive aisles, guard houses, monument signage, Eagle Way Outdoor Learning Space, landscaping, and Phase XIII maintenance and administration support building(s) limited to a maximum of 15,000 square feet, as shown on the ~~original~~ development plan.

Staff's Recommendation

~~(d) Upon application of a Minor Amendment, Specific Use Permit, or Zoning Change, the school will notify property owners within 500 feet of the Property 30 days prior to submitting the application through the designated representative of the Walnut Hill Homeowners Association (WHHA) that is registered on the "homeowner association early notification list" maintained by the department of development services of the city.~~

CPC Recommendation, Applicant's Request

(d) Upon application of a Minor Amendment, Specific Use Permit, or Zoning Change, the school will notify property owners within 500 feet of the Property 30 days prior to submitting the application through the designated representative of the Walnut Hill Homeowners Association (WHHA) that is registered on the "homeowner association early notification list" maintained by the department of development services of the city.

SEC. 51P-400.115~~22~~.

PAVING.

All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the director of public works and transportation. (Ord. Nos. 22096; 25850)

SEC. 51P-400.116~~23~~.

COMPLIANCE WITH CONDITIONS.

The building official shall not issue a building permit or certificate of occupancy for a use in this PD until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city. (Ord. Nos. 22096; 25850)

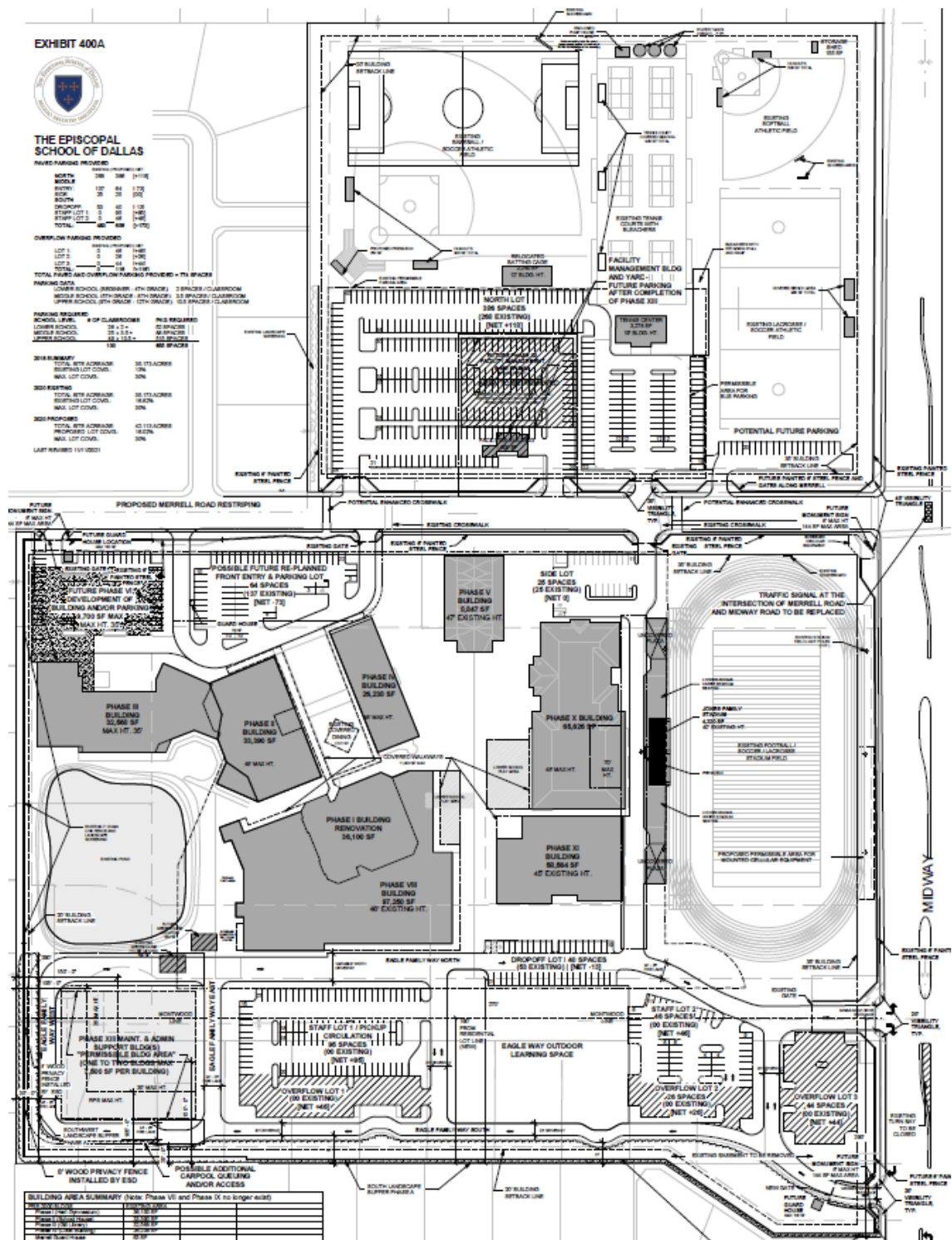
SEC. 51P-400.124.

ZONING MAP.

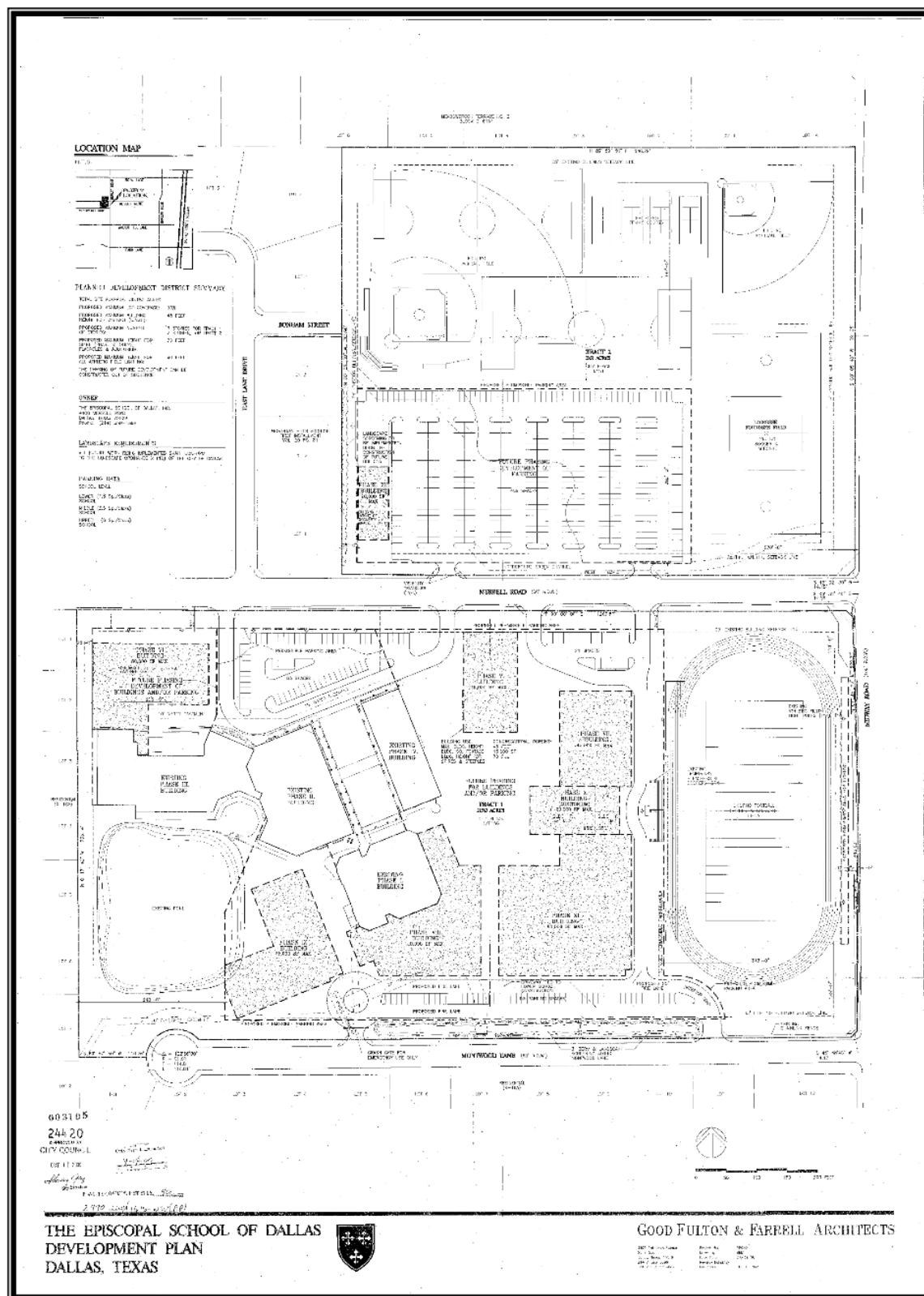
PD 400 is located on Zoning Map No. E-6. (Ord. Nos. 22096; 25850)



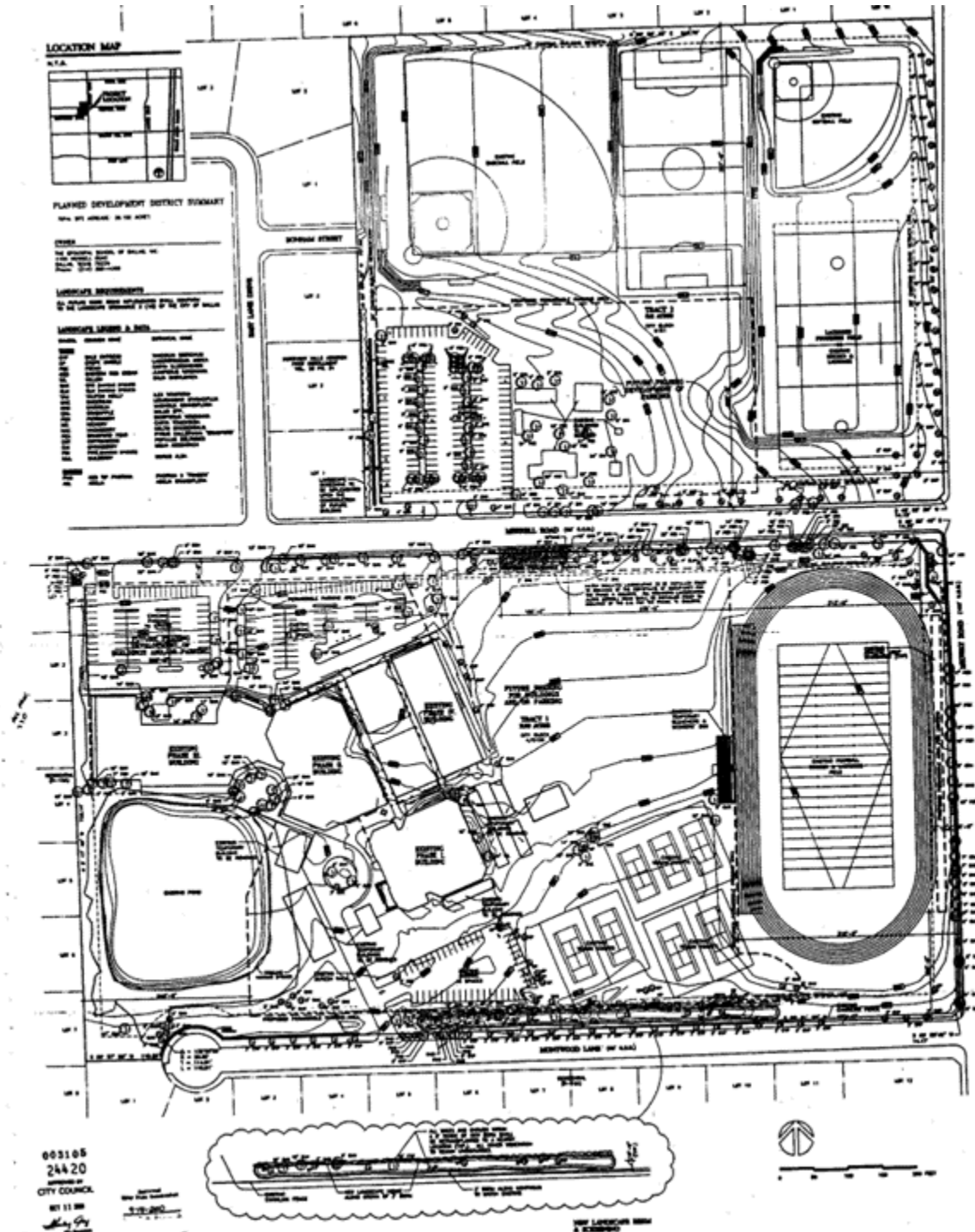
CPC RECOMMENDED DEVELOPMENT PLAN (ENLARGED)



EXISTING DEVELOPMENT PLAN



EXISTING LANDSCAPE PLAN (PROPOSED TO BE REMOVED)





CPC RECOMMENDED TRAFFIC MANAGEMENT PLAN

November 30, 2021

PK# 4526-20.021

Z190-341

TRAFFIC MANAGEMENT PLAN

(Future Conditions)



EPISCOPAL SCHOOL OF DALLAS CITY OF DALLAS

NOTE: *The findings and recommendations presented in this report are contingent upon proposed on-site improvements and public right-of-way modifications that have not yet been formally approved and implemented at the time of this study publication. Details of this plan are subject to change as part of the requisite review and approval process.*

Introduction

The services of **Pacheco Koch** (PK) were retained by the **Episcopal School of Dallas (ESD)**, to prepare a Traffic Management Plan (TMP) for zoning approval in the City of Dallas for the Episcopal School Dallas (the "School") located at 4100 Merrell Road in Dallas, Texas. This TMP is site-specific and relates to the peak traffic activity associated with school traffic at the site.

School Description

- Type: Existing Private School Campus
- Address: 4100 Merrell Road, Dallas, Texas
- Grades: Beginner-12th
- Start/End Times:
 - Lower School
 - Beginner, PreK, Kindergarten, Primer: 8:00 AM – 2:30 PM (Montwood)
 - Grades 1st – 4th: 8:00 AM – 3:15 PM (Montwood)
 - Middle School (Grades 5th – 8th): 8:30 AM – 3:30 PM (Merrell)
 - Upper School (Grades 9th – 12th): 9:00 AM – 4:00 PM (Merrell)



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Dallas, Texas 75231-2388
(972) 235-3031 www.pkce.com
TX.REG: ENGINEERING FIRM F-469
TX.REG: SURVEYING FIRM LS-100080-00

November 30, 2021



- Existing Zoning/Proposed Zoning: PD 400/PD Amendment
- Existing Enrollment: 1,172 Students (as of Sept. 21, 2021)
- Future Enrollment: No appreciable change anticipated. (Although the intent of ESD is to generally maintain the existing enrollment, a voluntary maximum of—(1) average daily on-campus attendance of 1,320, or (2) maximum total enrollment of 1,400—was established in the proposed PD conditions. If the future enrollment increases to more than five percent of the existing enrollment (i.e., 1,231), then a TMP Review shall be required if a regularly-scheduled TMP Review is not already planned within the same school year.)
- Drop-off Loading System: Managed Loading System

NOTE: A “managed loading system” at schools refers to the established protocol for picking up passengers at a specific release time. Passenger loading and vehicle departures are sequential based upon order of arrival. During a prior coordination phase, drivers are provided with some form of identification that school personnel observe upon arrival so that the corresponding passenger is prepped for loading before the vehicle arrives at the designated loading area.

School Access

- Adjacent Streets:
 - Midway Road: Six lanes, two-way operation, median-divided. Sidewalk connectivity evident along frontage of school.
 - Merrell Road (existing): Two lanes, two-way operation, no median [Proposed condition: restripe to add center turn lane]. Sidewalk connectivity evident along frontage of school. [School Zone]
- Adjacent Intersections:
 - Midway Road and Merrell Road [signalized] - Marked crosswalks on all approaches, barrier free ramps provided on all corners. (The City plans to replace the existing signal in 2021.)

NOTE: It is generally recommended that all applicable crosswalks/barrier free ramps comply with current ADA accessibility requirements. All pavement markings, traffic signs, and school zones are recommended to meet current city standards.

- Projected Travel Modes:
 - Bus: 0%
 - Walk: ~1%
 - Students Drivers: ~58% (of Grades 9th-12th)

NOTE: Exact percentage of self-driving students generally increases throughout the year as some students become eligible to drive. The preceding statistic generally represents an “average” condition.
 - Picked Up by Parent: all other students

November 30, 2021



- o After School Activities: ~5% of Beginner, Primer, Pre-K and K; ~15% of Grades 1st-4th; ~40% of Grades 5th-12th (includes some self-driving students)

NOTE: Exact percentage of students participating in after-school programs also varies throughout the year (e.g., by sports season, etc.). The preceding statistic generally represents an “average” condition.

(Enrollment and Travel Mode Data provided by ESD)

TRAFFIC MANAGEMENT PLAN

A summary of existing conditions from observations performed in January 2020 is provided below:

- Parent drop-off and pick-up activity currently occurs on Montwood Lane (through Grade 4th) (NOTE: Montwood Lane is privately owned by ESD) and on Merrell Road (for grades 5th – 10th). An off-duty, deputized officer aids in traffic maneuvers on Midway Road at Montwood Lane. ESD Security and staff assist with traffic circulation within the campus.
- Student Parking is located north of Merrell Road. Students cross Merrell Road via marked crosswalks with the aid of an off-duty deputized officer.

Proposed Traffic Management Operations

The following operations generally describe the proposed afternoon pick-up operation, which results in greater queuing of parent traffic due to the specific dismissal times. The morning drop-off operation, which results in less queuing since it is more time independent, generally follows the same protocols except it is for passenger unloading rather than loading. [NOTE: All proposed conditions apply upon completion of the New South Car Loop.]

Lower School*:

- o Parent traffic is to enter the campus from Midway Road at the new entry-only site driveway aligned with Middleton Road. Parent traffic is to queue along the provided on-site queuing area in a one-way, westbound direction. As needed, internal signage should be provided to direct parents to the proper staging areas for the later pick-up times. For each pick-up time, parent traffic is to advance to the designated (existing) loading area on the south side of the school.
- o Students shall exit from the southern side of the building to approach the designated queuing area for pick-up.
- o After staff-assisted loading, parent traffic is to exit the queuing area continuing one-way eastbound and exit the site from the exit only driveway (Montwood Lane) onto Midway Road.

November 30, 2021



- o Traffic operations at the ingress and egress points on Midway Road shall be assisted by two, off duty police officers during drop-off and pick-up periods.

* 3rd and 4th Graders who do not have a younger sibling are dropped off at the Merrell Road entrance.

Middle and Upper Schools**:

- o Parent traffic is to enter the campus via the westernmost site driveway on Merrell Road and queue along the provided on-site queuing area in a one-way, southbound direction. The vast majority of parent traffic comes from Midway Road and therefore enters from the east by left turn. Queuing within the site is to be maximized but typically extends onto Merrell Road under peak conditions as shown in **Exhibit 1**. (See recommendation to re-stripe Merrell Road.)
- o Students shall exit from the northern side of the building to approach the designated queuing area for pick-up.
- o After staff-assisted loading, traffic is to exit the queuing area continuing one-way northbound and exit from the central site driveway onto Merrell Road. The vast majority of parent traffic returns to Midway Road and therefore turns right.
- o Student drivers use the designated crosswalk to cross Merrell Road with the aid of pavement markings, signage, and an off-duty police officer or uniformed personnel trained in traffic control and direction. Student traffic exits from the preferred driveway on the north side of Merrell Road, then travel east or west.

** 5th-8th Graders who have a sibling in 3rd-4th Grade are picked up at the Montwood Lane entrance.

Parking lots for staff and visitor traffic are accessible via Midway Road and Merrell Road.

Staff assistance shall be present for all queuing areas to allow students to enter and exit the school building in a safe and efficient manner.

A graphical summary of specific recommendations and proposed conditions is provided below and depicted in **Exhibit 1**: [NOTE: The Exhibit 1 is prepared over a preliminary master plan prepared by Overland Partners. The plan is intended to reflect the proposed zoning change requests but is pending approval and is subject to change.]

- 1) **New South Car Loop** - In accordance with the preliminary master plan, create a new South Entry at the existing Middleton Road median opening on Midway Road and construct a new NB left-turn bay. A new, one-way, internal loop road will provide on-site queuing, access to new surface parking lots, and access to the student loading/unloading area. A portion

November 30, 2021

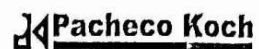


of the existing "Montwood Lane" (private drive) will be retained to serve as the loop road exit onto Midway Road.

- 2) **Traffic Officers** – ESD shall, at a minimum, procure the services of two, off-duty police officers during the school drop-off and pick-up periods to facilitate ingress/egress on Midway Road. Additionally, ESD shall utilize the services of a third officer or uniformed personnel trained in traffic control and direction to assist with establishing carpool patterns and routines at the Merrell Road crosswalk to ensure traffic and pedestrian flow operates safely.
- 3) **Merrell Road Restriping** – Restripe Merrell Road west of Midway Road, along the School's frontage, to create a new center turn lane to accommodate overflow school queuing while maintaining one through travel lane in each direction. On-street parking restrictions within the restriped section shall be as determined by the City of Dallas Department of Transportation. The restriped section, including on-street parking restrictions, will transition back to existing conditions west of the school frontage. [NOTE: A preliminary drawing of the proposed restriping plan is attached to this report for reference purposes only. As of publication of this study, review of this plan by the City of Dallas is underway. The City of Dallas Department of Transportation has final authority to establish on-street parking restrictions within public rights-of-way.]

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November 30, 2021

**Acknowledgement Statement****REVIEW AND COMMITMENT**

This school traffic management plan (TMP) for Episcopal School of Dallas was developed with the intent of optimizing safety and efficiently accommodating vehicular traffic generated during the school's typical student drop-off and pick-up periods. This plan was developed with direct input from individuals familiar with the general characteristics of the traffic needs of the school. It is important to note that a concerted and ongoing effort by and the full participation of the school administration are essential to accomplish these goals.

By the endorsement provided below, the school administration hereby agrees to implement, adhere to, and support the strategies presented in this TMP for which the school is held responsible until or unless the City of Dallas deems those strategies are no longer necessary or that other measures are more appropriate.


Signature

11/30/21
Date

Name: Ruth Burke

Title: Assoc. Head of School

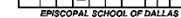
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EXISTING TRAFFIC MANAGEMENT PLAN



Traffic Management Plan M178-002(ND)

Current TMP and Combined Campus Operations (K-12) TMP

Episcopal School of Dallas (ESD)

Midway Road at Merrell Road

Dallas, TX

Original Submission: November 20, 2017

Updated Submission: March 8, 2018

Kimley-Horn and Associates, Inc.
Dallas, Texas

Project #064480000
Registered Firm F-928

Kimley»Horn

**Traffic Management Plan
Combined Campus Operations (K-12)
Episcopal School Of Dallas
4100 Merrell Road, Dallas, TX
M178-002
Revised March 8, 2018**

Revision Note:

This report and the attached TMPs have been updated throughout in response to City of Dallas comments on the original November 20, 2017 TMP submission.

Introduction:

The Episcopal School of Dallas (ESD) is located on the southwest corner of Midway Road and Merrell Road. The school has been in operation on the current site since 1982. As of the 2017/2018 school year, the school has approximately 1,145 students in grades Beginner/Pre-K through 12. The school has no enrollment cap but expects expansion to be limited to 1,225 students.

ESD currently operates the Middle and Upper Schools at the Merrell campus with 771 students on site. The Lower School operates separately at 4344 Colgate Avenue in Dallas. ESD is preparing a site plan for a combined campus using available unbuilt building area to include a Lower School building in the space noted as Future Phase XI. The current PD 400 governing the Merrell campus will be unchanged.

The current TMP operational plan for the Merrell Campus is shown in Exhibit TMP-1. This plan will remain in effect until the Lower School is moved to the Merrell Campus. The TMP for the combined campus operating as K-12 on the Merrell Campus is shown in Exhibit TMP-2. The Lower School campus is expected to be operation for the 2019-2020 school year, so TMP-2 should go into effect at that time.

ESD has a strong tradition of families having multiple children enrolled at the same time. ESD reports that the 1,145 students currently enrolled come from only about 800 families, with 1.43 students per family. With separate campuses, this often results in doubling the vehicle trips per family. The consolidation of all grades to the Merrell campus will remove these inefficiencies and reduce the total vehicle trips to and from the school.

The Middle School and Upper School student dismissals are divided among regular dismissals and those students who participate in athletics and are dismissed later. ESD provided participation information for the 2014-2015 school year which showed a minimum of 141 Middle Schoolers in sports out of 334 (42.2%), with other sports seasons at 149 and 151 participants. For the Upper School, the lightest season had 182 participants out of 431 total (42.2%), with other seasons at 184 and 192 participants. To conservatively model the number of students playing sports under the 1,225-student maximum scenario, it was assumed that 40% of the students were in sports.

The following table shows the approximate distribution of students for the 2017-2018 school year, and the distribution at the 1,225-student anticipated maximum:

Grade	Approx. Number of 2017-2018 Students	Approx. Number of Students at 1,225 Max	Start Time	Dismissal Time
Beginner	25	20	8:00 AM	12:00 Noon
Pre-K	32	190	8:00 AM	2:30 PM
Kindergarten	58		8:00 AM	2:30 PM
Primer	14		8:00 AM	2:30 PM
1 st Grade	53		8:00 AM	2:30 PM
2 nd Grade	59	210	8:00 AM	3:30 PM
3 rd Grade	65		8:00 AM	3:30 PM
4 th Grade	68		8:00 AM	3:30 PM
Lower School Subtotal	374	420		
5 th Grade	75	345 (207 regular, 138 sports)*	8:15 AM	3:30 PM or 4:15 PM (regular) (sports)
6 th Grade	85		8:15 AM	3:30 PM or 4:15 PM
7 th Grade	91		8:15 AM	3:30 PM or 4:15 PM
8 th Grade	84		8:15 AM	3:30 PM or 4:15 PM
Middle School Subtotal	335	345		
9 th Grade	113	460 (276 regular, 184 sports)*	8:40 AM	3:45 PM or 6:00 PM (regular) (sports)
10 th Grade	107		8:40 AM	3:45 PM or 6:00 PM
11 th Grade	109		8:40 AM	3:45 PM or 6:00 PM
12 th Grade	107		8:40 AM	3:45 PM or 6:00 PM
Upper School Subtotal	436	460		
ESD Total	1,145	1,225		

* - Assumed 40% sports participation

Current Campus Circulation

The Montwood Loading Area is the internal campus roadway which uses the abandoned Montwood Lane, then circulates clockwise through the loading area on the south edge of the school. The Montwood Loading Area is used by the Middle School grades for drop-off and pick-up. Inbound traffic follows one lane on the old Montwood Lane, which turns in to the campus and through the loading area adjacent to the athletics building. The point where the inbound and outbound traffic flows cross is controlled by a school staffer. The two outbound lanes allow separate left- and right-turning exit maneuvers.

The Montwood Loading Area can accommodate at least 5 simultaneous vehicle loading operations. The queue storage serving the Montwood Loading Area is 1,140' in length, which will accommodate 48 vehicles¹.

The Merrell Loading Area uses the parking lot around the main school entry on Merrell Road. The central driveway at Gate #3 is blocked off when the TMP is active. A counterclockwise, doublestacked flow is established between the western entry driveway at Gate #4 and the eastern exit driveway at Gate #2. The TMP flow overrides the outbound arrows painted at Gate #4, which should be removed.

The Merrell Loading Area can accommodate at least 5 simultaneous vehicle loading operations. The queue serving the Merrell Loading Area provides 1,000' of queuing distance, which will accommodate 42 vehicles.

There is no significant pedestrian travel to and from the campus. However, with many parking spaces north of Merrell Road, a number of pedestrians cross Merrell Road during the TMP periods. Merrell Road operates with a school speed limit of 20 MPH during the TMP periods. Two marked crosswalks are provided adjacent to the parking areas, with the busier and more convenient western crosswalk also having a flashing warning beacon. A traffic officer is posted at the western crosswalk to control vehicle traffic when necessary to maintain safe pedestrian crossings.

Current TMP Operations

Operations at the two existing ESD campuses were observed in 2015 and 2016. Current TMP operations were observed again on the following specific dates in 2017: Thursday, October 26; Thursday, November 15; and Friday, November 16.

The Lower School operation at 4344 Colgate Avenue has a single drop-off time period from 7:40 to 8:00 AM, and two pick-up time periods at 2:30 PM (approx. 157 students) and 3:30 PM (approx. 192 students). Parent vehicle drop-off and pick-up is conducted in the parking lots north and south of the school, with vehicle entering in multiple lines from Lomo Alto Drive. Unloading and loading is done through multiple staffed loading stations, with the pick-up period managed in the modern fashion of arriving vehicles being identified with placards and announced to match up students with vehicles.

The Middle School operation at the Merrell campus has a single drop-off time period before the 8:15 AM start, and two pick-up time periods at 3:30 PM (approx. 201 students) and 4:15 PM (approx. 134 students after sports practice). As with most middle and upper schools at other private schools, both

¹ For all queue calculations in this report, vehicles are each assumed to occupy 23.5' of queue length.

drop-off and pick-up activity is more spread out than in the lower/elementary grades. Three days of AM and PM observations of the Montwood Lane intersection with Midway Road in 2016 showed no southbound right-turn queuing for entering the campus, and only reasonable northbound left-turn queuing. While outbound vehicles from Montwood Lane faced some delay when entering Midway Road, no significant queuing was observed. Over the three days, the number of vehicles using Montwood Lane in the AM drop-off period varied from 151 to 209, and in the PM pick-up period varied from 104 to 128. The maximum queue observed in the afternoon pick-up time period was 41 vehicles.

The Upper School operation at the Merrell campus has a single drop-off time period before the 8:40 AM start, and two pick-up time periods at 3:45 PM (approx. 262 students) and around 6:00 PM (approx. 174 students after sports practice). The Middle and Upper School loading areas are staffed to monitor the operations, with the students loading and unloading themselves. Approximately 200 of the Upper School students drive their own vehicles to the campus, parking in the surface lot north of Merrell Road. Due to on-street parking in use on both sides of Merrell Road, the two remaining Merrell Road lanes are sometimes obstructed by vehicles waiting to turn into the campus. Delays to Merrell Road traffic are also caused by pedestrians crossing at the marked crosswalks.

The following tables show the drop-off and pick-up queues for the current TMP operations:

Drop-Off Queuing Summary - Montwood Loading Area - 2017-2018 School Year								
Group Grades Arriving	Start Time	Students Arriving	Bus / Bike / Walk	Student Drivers	Parent Drop-Off	Maximum Queue	Available Queue	Surplus (Deficiency)
MS Group 1 5, 6, 7, 8	8:15 AM	335	0	0	335	34 Vehicles 799'	48 Vehicles 1,140'	14 Vehicles

Drop-Off Queuing Summary - Merrell Loading Area - 2017-2018 School Year								
Group Grades Arriving	Start Time	Students Arriving	Bus / Bike / Walk	Student Drivers	Parent Drop-Off	Maximum Queue	Available Queue	Surplus (Deficiency)
US Group 1 9, 10, 11, 12	8:40 AM	436	0	200	236	24 Vehicles 564'	42 Vehicles 1,000'	18 Vehicles

Pick-Up Queuing Summary - Montwood Loading Area - 2017-2018 School Year								
Group Grades Dismissed	Dismissal Time	Students Dismissed	Bus / Bike / Walk	Student Drivers	Parent Pickup	Maximum Queue	Available Queue	Surplus (Deficiency)
MS Group 1 5, 6, 7, 8	3:30 PM	201	0	0	201	41 Vehicles 964'	48 Vehicles 1,140'	7 Vehicles
MS Group 2 (Sports) 5, 6, 7, 8	4:15 PM	134	0	0	134	27 Vehicles 635'	48 Vehicles 1,140'	21 Vehicles

Pick-Up Queuing Summary - Merrell Loading Area - 2017-2018 School Year								
Group Grades Dismissed	Dismissal Time	Students Dismissed	Bus / Bike / Walk	Student Drivers	Parent Pickup	Maximum Queue	Available Queue	Surplus (Deficiency)
US Group 1 9, 10, 11, 12	3:45 PM	262	0	120	142	29 Vehicles 682'	42 Vehicles 1,000'	13 Vehicles
US Group 2 (Sports) 9, 10, 11, 12	6:00 PM	174	0	80	94	19 Vehicles 447'	42 Vehicles 1,000'	23 Vehicles

Proposed TMP Circulation and Operation

The proposed TMP for the new campus master plan is shown in Exhibit TMP-2. The circulation paths and staffing requirements are generally the same as the current TMP, with some small changes to the Montwood Loading Area due to the construction of the Lower School building. Operationally, the proposed TMP uses the same staggered AM start and PM dismissal times as the current operation, adds the Lower School operations to the Montwood Loading Area, and moves some Middle School pick-up operations to the Merrell Loading Area to balance the demands between the available loading areas.

The Montwood Loading Area operates in the same clockwise rotation as the current TMP, with the loading area moved to be south of the new Lower School building. The relocated loading area will allow a longer, doublestacked queue in front of the loading area. The Montwood Loading Area would have an available queue length of 1,800' or 76 vehicles. Upon exiting the loading area, outbound vehicles are assisted by a staffer to cross the inbound vehicle stream. The two outbound lanes allow separate left- and right-turning exit maneuvers. The now-private Montwood entrance would have a gate with a guardhouse. The gate will be opened during the drop-off and pick-up time periods. This new gate will emphasize the fact that the former Montwood Lane is now part of the campus. This change in atmosphere and the presence of traffic officers or school staffers at three points along the circulation path on Montwood will discourage speeding by vehicles. There is no significant number of pedestrians expected to cross the former Montwood Lane, so no pedestrian crosswalk is planned except along Midway Road. If a crosswalk becomes desirable, one could easily be installed near the vehicle crossover point, under control of the staffer that is already posted there. Another crosswalk location would be just west of the turn from Montwood Lane into the loading area.

Uniformed police traffic officers will be in control of the intersection of Midway Road and Montwood Loop during the morning drop-off, when conflicting traffic on Midway Road is at its highest. While police officers are not employed in the current TMP, the additional usage of the Montwood Loading Area by the Lower School vehicles will probably make officer control beneficial. Police officers may also control the intersection in the afternoon pick-up if conditions warrant, but with the staggered loading operations and the lower off-peak Midway Road traffic, officer control is not anticipated to be necessary. At least two traffic officers are required for this duty if both directions of Midway Road are to be stopped. The traffic officers will focus on facilitating two operations – the northbound left-turn movement inbound from Midway Road and the eastbound left- and right-turn movements outbound from the Montwood Loop. The northbound left-turn movement is the most critical due to the limited left-turn storage length, which is marked for only approximately 40', but from observation can functionally accommodate at least four vehicles.

Lower School drop-off occurs by 8:00 AM through the Montwood Loading Area, with students being received in the staffed loading area. The Middle School drop-off then occurs through the Montwood Loading Area by 8:15 AM. Vehicle departures for these groups are directly back to Midway Road. The Upper School drop-off occurs by 8:40 AM at the Merrell Loading Area. The Upper School student drivers are parking north of Merrell Road.

The major pick-up times begin with the first Lower School pick-up at 2:30 PM in the Montwood Loading Area. Vehicles queue and then arrive at the Montwood Loading Area, where they are matched with students by the traffic administrator. The traffic administrator also supervises the conversion of the

double-stacked queue to the single line through the loading area, and any pedestrian crossings. Students are assisted into the vehicle at each loading station by the staff. Vehicles then exit to Midway Road.

The next pick-up time is the second Lower School pick-up at 3:30 PM, which occurs at the same time as the first Middle School pick-up. The Lower School and the Middle School grades 5-6 will operate their staffed loading areas in the Montwood Loading Area, which is large enough to accommodate the queues for the total of 313 students. The remaining 104 students of Middle School grades 7-8 will use the Merrell Loading Area at 3:30 PM. The second Middle School pickup for students on sports teams occurs at 4:15 PM in the Montwood Loading Area.

The first Upper School pick-up occurs at 3:45 PM in the Merrell Loading Area. Vehicles enter the queue and pass through the loading areas, which are monitored by staff. Vehicles then exit in either direction to Merrell Road, with most returning to Midway Road via the traffic signal. The second Upper School pickup for students on sports teams occurs at 6:00 PM in the Merrell Loading Area.

Queuing Theory

A published source for school queue observations is the Texas Transportation Institute (TTI) report 0-4286-3 *Operations and Safety Around Schools*, from January 2004. Funded by TxDOT, US DOT, and the Federal Highway Administration, the TTI research project examined experiences and best practices for school design and operations around the country, and did extensive observations of existing school operations. Observations of morning drop-off queues and afternoon pick-up queues were done at 20 elementary and middle schools in Texas. The schools had student populations between 250 and 1,200 students. In each case the number of students arriving or departing in vehicles was found, so that the variations in walking, biking, and busing numbers were removed, and the vehicle queuing behavior could be isolated. The results found that the weighted average of the maximum morning drop-off queue was 6% of the arriving students (0.06 queued vehicles per arriving student). The weighted average of the maximum afternoon pick-up queue was 13% of the departing students (0.13 queued vehicles per departing student).

Based on experience and observations of queuing at other public and private schools in the DFW area, KHA uses a higher design standard for projecting pick-up queue demands at schools. In the normal KHA design standard, the expected maximum pick-up queue in vehicles is equal to 20% of the largest number of students dismissed at one time. Students using buses or walking/biking are deducted from the student number since they do not attract personal vehicles to the campus. This method accounts for the differences in how schools divide up the pick-up time period, as some dismiss all students in one group and therefore have higher vehicle demands in a short time period, while some spread out the dismissals over two or more groups. The projected pick-up queue formula can be stated as:

$(\text{Students dismissed in time period} - \text{Students using other modes}) * 0.20 = \text{Number of vehicles in maximum pick-up queue}$

The morning drop-off operation at schools is typically much simpler and has a faster service time than the afternoon pick-up operation, since drivers can arrive at any time and students do not have to be matched with vehicles. The observations on the campus show this to be the case at ESD as well. As at many schools, the traffic on the surrounding streets is heavier in the morning time period than in the

afternoon time period, so the officer-controlled operation of the Midway Road and Montwood intersection will be more important.

Experience has shown that with a staffed unloading area and adequate storage within the site for departing vehicles to clear the unloading area, the morning drop-off queue is significantly less than the afternoon pick-up queue. If a site's circulation works in the afternoon pick-up period, the morning drop-off period will also function well. Therefore, the morning drop-off queue is not normally calculated as a part of TMPs in the City of Dallas. Due to neighborhood interest around ESD, the morning drop-off queue will be examined below. The KHA design standard is that the drop-off queue is 10% of the largest number of students arriving at one time. With the addition of the Lower School traffic and its younger students, for this analysis the drop-off queue generation will be set at 15%. As noted above, the design queue standards applied in this TMP of 15% in the morning drop-off and 20% in the afternoon pick-up are much higher than the observed averages of 6% and 13%, respectively, from the TTI report.

These shorter queues observed in the TTI study influence the recommended queue lengths which the study promoted for use at Texas schools. For elementary schools of less than 500 students, the TTI recommended queue length was 400-750', where ESD is providing at least 1,800'. For middle schools of less than 600 students, the TTI recommended queue length was 500-800', where ESD is providing at least 1,800'. For high schools of 400-800 students, the TTI recommended queue length is 800-1,200'. ESD is in the middle of that range and is providing 1,000', and it also has a higher percentage of student drivers and athletics participants than most schools, leading to lower peak pick-up demand.

Queuing Calculations

PM Pick-Up Period

The following calculations assume the school is at the 1,225-student maximum enrollment. The peak pick-up queue for the Montwood Loop will occur at 3:30 PM with both the second dismissal of the Lower School and the first dismissal of the Middle School. The combined 210 Lower School students and 103 Middle School grades 5-6 students being dismissed at this time means a maximum queue of 63 vehicles, or 1,481' of queuing distance. Since the Montwood Loading Area has 1,800' of queuing distance available, there would be 319' or 13 vehicles of excess queuing capacity going unused. The other pick-up periods handle fewer students and would result in even more unused space within the Montwood Loading Area. With such a large number of queue spaces on the Montwood Loop, there will be no need for vehicles to queue on Midway Road due to queue space not being available within the campus.

The peak queue for the Merrell Loading Area will occur at the 3:45 PM pick-up for Upper School students. 276 students are being dismissed at that time, with 120 of them being student drivers. The 176 students being picked up generate a maximum queue of 31 vehicles, or 729' of queuing distance. The Merrell Loading Area has 1,000' of queuing distance available within the campus, so the maximum queue can be accommodated within the campus with 271' or 11 vehicles of surplus space still available.

The following tables show the dismissal groups for each loading area, and resulting pick-up queuing conditions.

Pick-Up Queuing Summary - Montwood Loading Area - 1,225 Student Maximum								
Group Grades Dismissed	Dismissal Time	Students Dismissed	Bus / Bike / Walk	Student Drivers	Parent Pickup	Maximum Queue	Available Queue	Surplus (Deficiency)
LS Group 1 PK, K, Primer, 1	2:30 PM	190	0	0	190	38 Vehicles 893'	76 Vehicles 1,800'	38 Vehicles
LS Group 2, MS Group 1 (5-6) 2, 3, 4, 5, 6	3:30 PM	210 + 103	0	0	313	63 Vehicles 1,481'	76 Vehicles 1,800'	13 Vehicles
MS Group 2 (Sports) 5, 6, 7, 8	4:15 PM	138	0	0	138	28 Vehicles 658'	76 Vehicles 1,800'	48 Vehicles

Pick-Up Queuing Summary - Merrell Loading Area - 1,225 Student Maximum								
Group Grades Dismissed	Dismissal Time	Students Dismissed	Bus / Bike / Walk	Student Drivers	Parent Pickup	Maximum Queue	Available Queue	Surplus (Deficiency)
MS Group 1 (7-8) 7, 8	3:30 PM	104	0	0	104	21 Vehicles 494'	42 Vehicles 1,000'	21 Vehicles
US Group 1 9, 10, 11, 12	3:45 PM	276	0	120	156	31 Vehicles 729'	42 Vehicles 1,000'	11 Vehicles
US Group 2 (Sports) 9, 10, 11, 12	6:00 PM	184	0	80	104	21 Vehicles 494'	42 Vehicles 1,000'	21 Vehicles

AM Drop-Off Period

Using the morning drop-off maximum queue assumption of 15% of the arriving students, the maximum drop-off queue at the Montwood Loading Area occurs before 8:00 AM for the Lower School arrival of 420 students. The resulting maximum queue of 63 vehicles is easily accommodated by the 1,800' of available queue distance. In the Merrell Loading Area, the 460 arriving Upper Schoolers would generate a maximum queue of 39 vehicles, which fits within the available queue distance. As noted above, these assumptions of AM drop-off maximum queues are probably conservatively high.

Drop-Off Queuing Summary - Montwood Loading Area - 1,225 Student Maximum								
Group Grades Arriving	Start Time	Students Arriving	Bus / Bike / Walk	Student Drivers	Parent Drop-Off	Maximum Queue	Available Queue	Surplus (Deficiency)
LS Group 1 Beginner through 4	8:00 AM	420	0	0	420	63 Vehicles 1,481'	76 Vehicles 1,800'	27 Vehicles
MS Group 1 5, 6, 7, 8	8:15 AM	345	0	0	345	52 Vehicles 1,222'	76 Vehicles 1,800'	38 Vehicles

Drop-Off Queuing Summary - Merrell Loading Area - 1,225 Student Maximum								
Group Grades Arriving	Start Time	Students Arriving	Bus / Bike / Walk	Student Drivers	Parent Drop-Off	Maximum Queue	Available Queue	Surplus (Deficiency)
US Group 1 9, 10, 11, 12	8:40 AM	460	0	200	260	39 Vehicles 917'	42 Vehicles 1,000'	3 Vehicles

Sports Off-Season

There are brief times of the year when all sports may not be in session, and the assumed division between regular dismissals and sports dismissals would be different. As noted on the TMP plan, the school is responsible for managing its traffic at all times, and may need to modify the TMP plan to ensure smooth operations. This is the same as making special plans for other major school events where the traffic demands are atypical.

To address the sports off season, the 1,800' queue length available in the Montwood Loop (space for 76 vehicles) would accommodate the 76-vehicle maximum queue if all 172 Middle School grades 5-6 students were dismissed at one time with the 210 Lower School students. The same situation for the 460 Upper School students would generate a 52-vehicle maximum queue, which could be accommodated extending the doublestacked queue through the loading area, or which could easily be split into two pick-up periods separated by at least 15 minutes.

Montwood Loading Area Alternate Exit to Merrell Road

An unused north-south internal vehicle path is available, located between the campus buildings and the football stadium. Use of the north-south connection had been examined as part of previous TMP proposals during the withdrawn rezoning process. Activating this connection could allow vehicles leaving the Montwood Loading Area to travel north within the campus, then turn on to Merrell Road and use the signal to turn north on Midway Road. This operation would result in only outbound right-turning vehicles returning to Midway Road via Montwood, reducing the turning movements and simplifying the operations at that access point. Besides the additional traffic on Merrell Road and at the signal with Midway, the negative consequences of using the north-south path include vehicle traffic crossing through the previously car-free core of the campus, mixing with the many students crossing that path.

The north-south path is a viable addition to the current and proposed TMPs used in this report. However, with officer control at the Montwood and Midway intersection, the proposed TMP is expected to operate in a satisfactory manner without it. Using the north-south path would not remove the need for officers at the Montwood intersection, since they are needed to assist the larger number of entering vehicles with the Lower School in place. Considering the negative impact it would have on the campus life, the north-south path should be kept in reserve for use as a mitigation measure in case that the Montwood intersection operations unduly affect Midway Road, and normal mitigation measures such as modifying arrival and departure times do not solve the problem.

Parking

The number of parking spaces on the campus is being increased as a part of the updated site plan that includes the new Lower School facility. The parking areas north of Merrell Road will be expanded and the two separate student lots will be connected. The area dedicated to facilities support north of Merrell Road is also being reconfigured to add defined parking in that area, which will provide space for campus vehicles and staff parking. The changes to the north parking lots are expected to be completed by the 2018-2019 school year. This early completion of the expanded parking will compensate for any temporary parking losses during the construction around the Lower School.

With the new Lower School, the site is required to have 405 parking spaces by the Dallas City Code. In 2016 the school had 389 spaces. The proposed site will provide 504 spaces.

An April 2016 study by Kimley-Horn for the Z145-157 zoning case showed a maximum parking demand of 443 for the Merrell Campus, which included on-street parking observed on Merrell Road and Montwood Lane. With the observed Lower School parking demand added, the combined parking demand was estimated to be 507 vehicles. This number did not consider the efficiencies of consolidating the two campus operations, which should reduce the overall parking demand.

When the additional parking is available on the site in the future, the school will change its policies so that staff and students are not allowed to park along Merrell Road. This will be school policy, not an official City posting of no parking, so that the on-street parking can still be used by visitors (e.g., during events). Parking will be similarly discouraged along the former Montwood Lane, but that area is controlled by the school and can be used for overflow or event parking as long as the TMP circulation paths are not impeded.

Specifically, the area of the former Montwood Lane west of the TMP path can be used when needed to store visiting school buses. For events, the buses can load and unload in the Montwood Loading Area, near their storage areas in the west end of the former Montwood Lane.

Operation During Lower School Construction

Construction on the Future Phase XI area will have to be managed so that the current TMP operation is maintained. The TMP paths or loading areas are not adjacent to and are not affected by the actual construction areas, but construction vehicle traffic will have to be scheduled to avoid the drop-off and pick-up time periods. Construction activity should be controlled during those periods to reduce distractions for drivers and students. Construction worker parking will need to be provided at a remote site during the school year because all campus spaces will be in use.

Summary

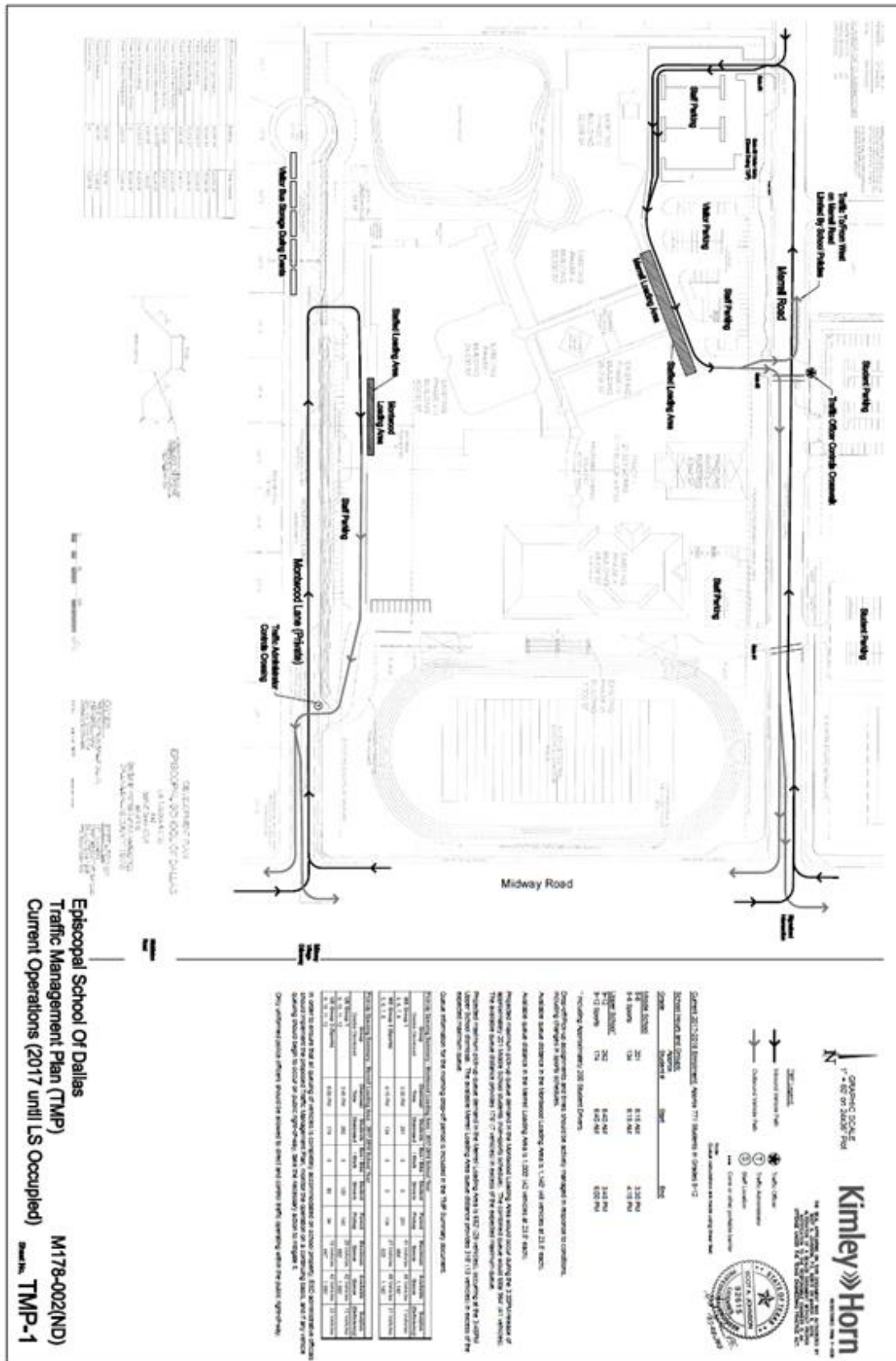
These TMPs define the drop-off and pick-up procedures for ESD in the current operation and once the site is modified in accordance with the proposed site plan, including the potential growth to 1,225 students. In all cases, the TMP vehicle routes provide an available queue distance within the site that is greater than the projected maximum expected queue for the school's operations. With the TMP operating as shown, the school traffic should not need to queue vehicles in the ROW of any City street. Inbound vehicles should always have an open receiving space on the campus. There may be reasonable delays from opposing traffic or traffic officer control of the intersections when making the entering maneuver, but this will not form constant queues of static vehicles. The property owner/school administrator is responsible for the administration of the TMP and minimizing the impact of the vehicle traffic on the City streets. Only uniformed police officers should be allowed to direct and control traffic operating within the public right-of-way.

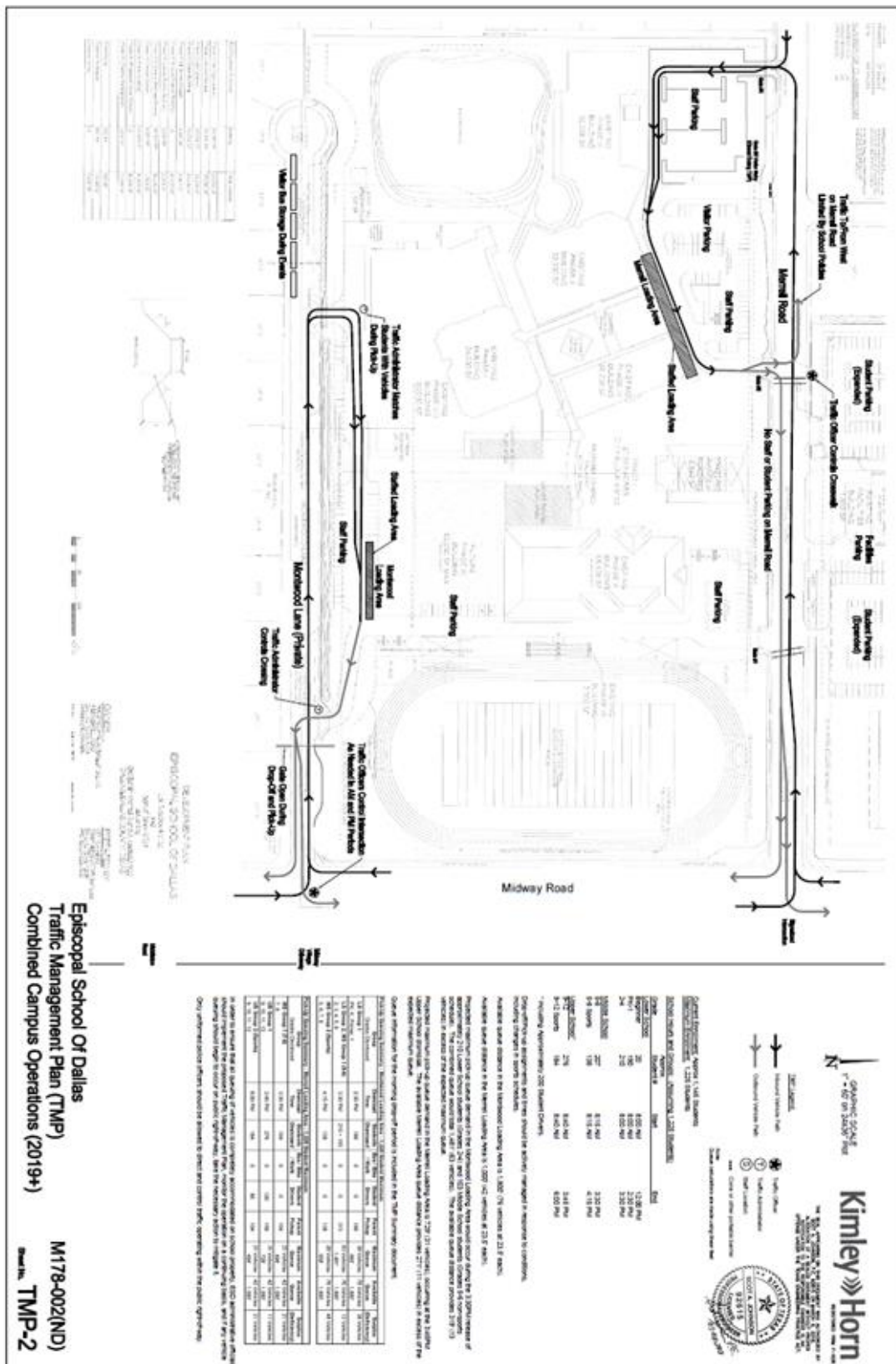
In order to ensure that all queuing of vehicles is completely accommodated on school property, ESD administrative officials should implement the proposed Traffic Management Plan, monitor the operation on a continuing basis, and if any vehicle queuing should begin to occur on public right-of-way, take the necessary action to mitigate it.

Prepared by:
Kimley-Horn and Associates, Inc.
Scot A. Johnson, P.E., PTOE
13455 Noel Road, Two Galleria Office Tower, Suite 700
Dallas, TX 75240
(972) 770-1300



Attachments: TMP-1 Current Operations (2017 Until LS Occupied)
TMP-2 Combined Campus Operations (2019+)





CPC RECOMMENDED SUP CONDITIONS

1. USE: The only use authorized by this specific use permit is special events in Eagle Way Outdoor Learning Space.
2. SITE PLAN: Use and development of the Property must comply with the attached site plan.
3. TIME LIMIT: This specific use permit expires on (five years from the passage of this ordinance).

CPC Recommendation

4. DAYS AND HOURS OF OPERATION: Special events in Eagle Way Outdoor Learning Space may only take place between 10:00 a.m. and 10:00 p.m., Thursday, Friday, or Saturday, for a maximum of six days per calendar year and for no more than four consecutive hours per event. Set up and take down time for each special event is only permitted from north of the Montwood line.

Applicant's Request

4. DAYS AND HOURS OF OPERATION: Special events in Eagle Way Outdoor Learning Space may only take place between 10:00 a.m. and 10:00 p.m., Thursday, Friday, or Saturday, for a maximum of six days per calendar year and for no more than four consecutive hours per event. Set up and take down time for each special event may not exceed four cumulative hours and is permitted at any time between 6:45 a.m. to 11:00 p.m., except that set up and take down time on Sundays is limited from 12:00 p.m. to 6:00 p.m.

5. LIGHTING: Temporary exterior lighting including but not limited to string lighting and other low-intensity lighting is permitted for a maximum of four events per calendar year provided that lighting is directed away from adjacent properties. Lighting shall not produce glare or direct illumination across a property line of an intensity that creates a nuisance or detracts from the use of adjacent property.

6. OUTSIDE SPEAKERS: Live music, outside speakers, DJ, amplified sound, or microphones must be located north of the Montwood line, shall not be directed towards the south of the Property, and shall not exceed the noise level limit allowed for a residential zoning district.

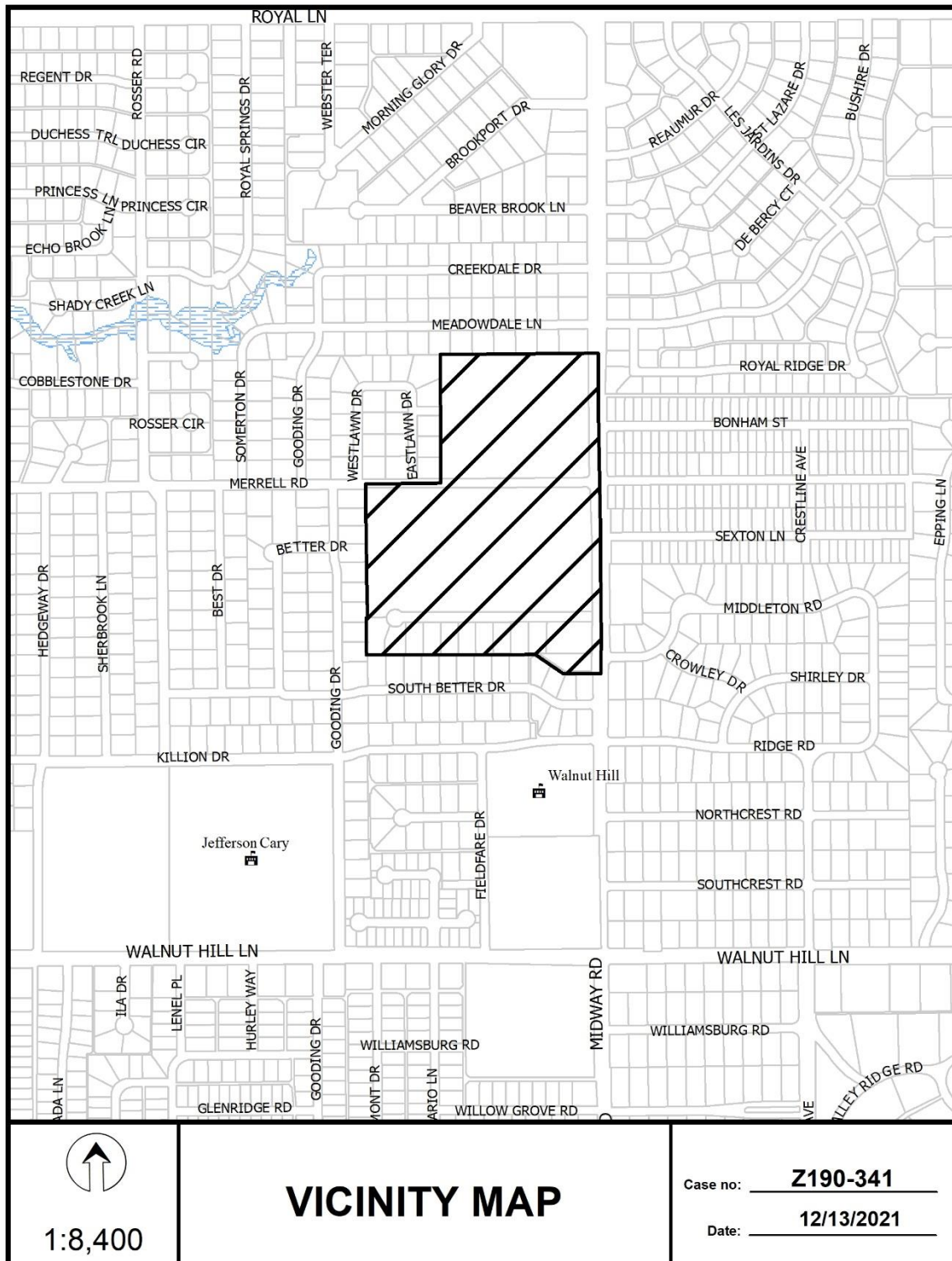
7. FOOD TRUCKS AND GENERATORS: Food trucks and non-motorized generators are permitted for a maximum of four events per calendar years, must be located north of the Montwood line, and shall not exceed the noise level limit allowed for a residential zoning district.

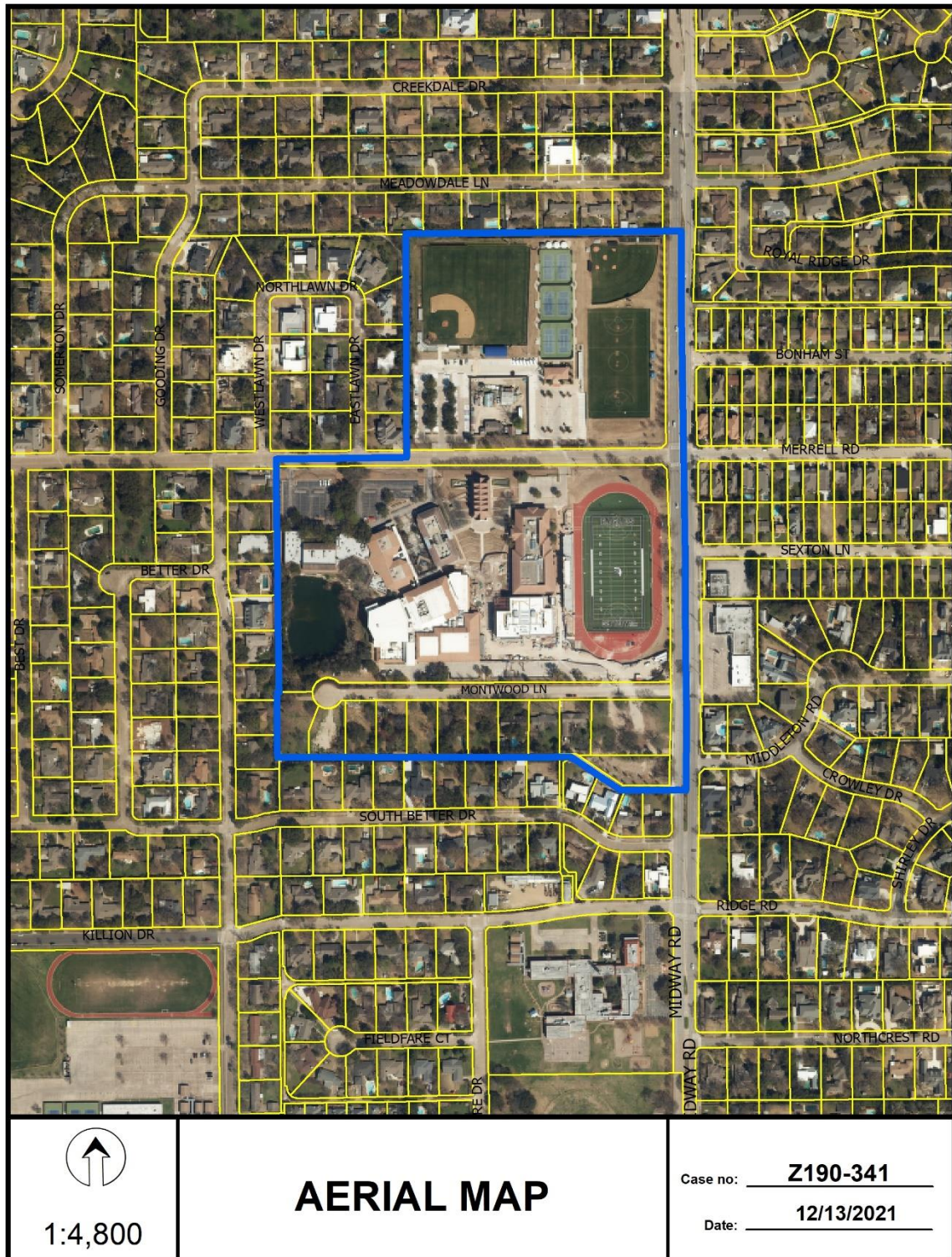
8. EVENT CAPACITY: Event capacity shall not exceed 250 attendees.

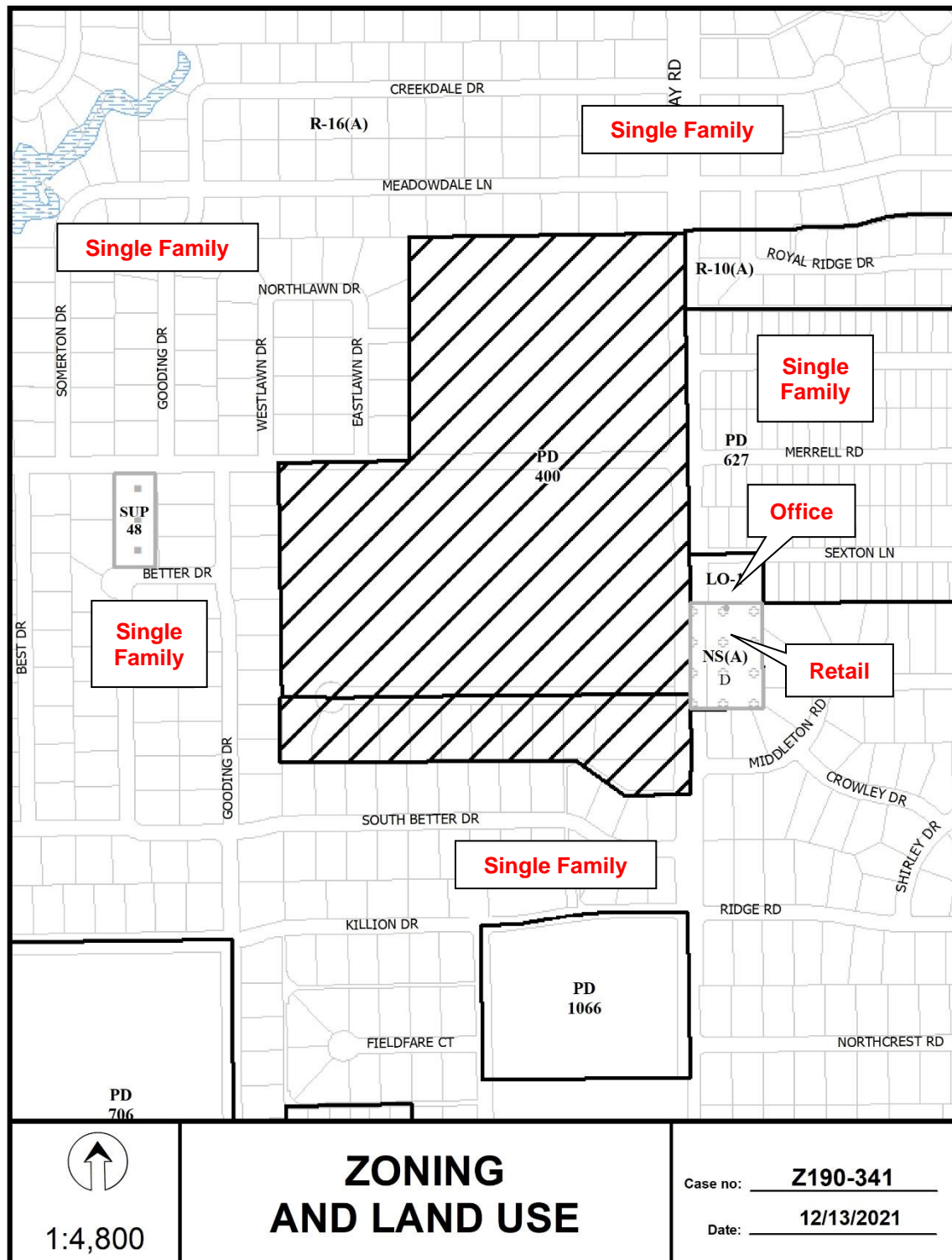
9. TEMPORARY PLAYGROUND STRUCTURES: Temporary playground structures are permitted for a maximum of two events per calendar year and must be located north of the Montwood line.

10. MAINTENANCE: The Property must be properly maintained in a state of good repair and maintenance.

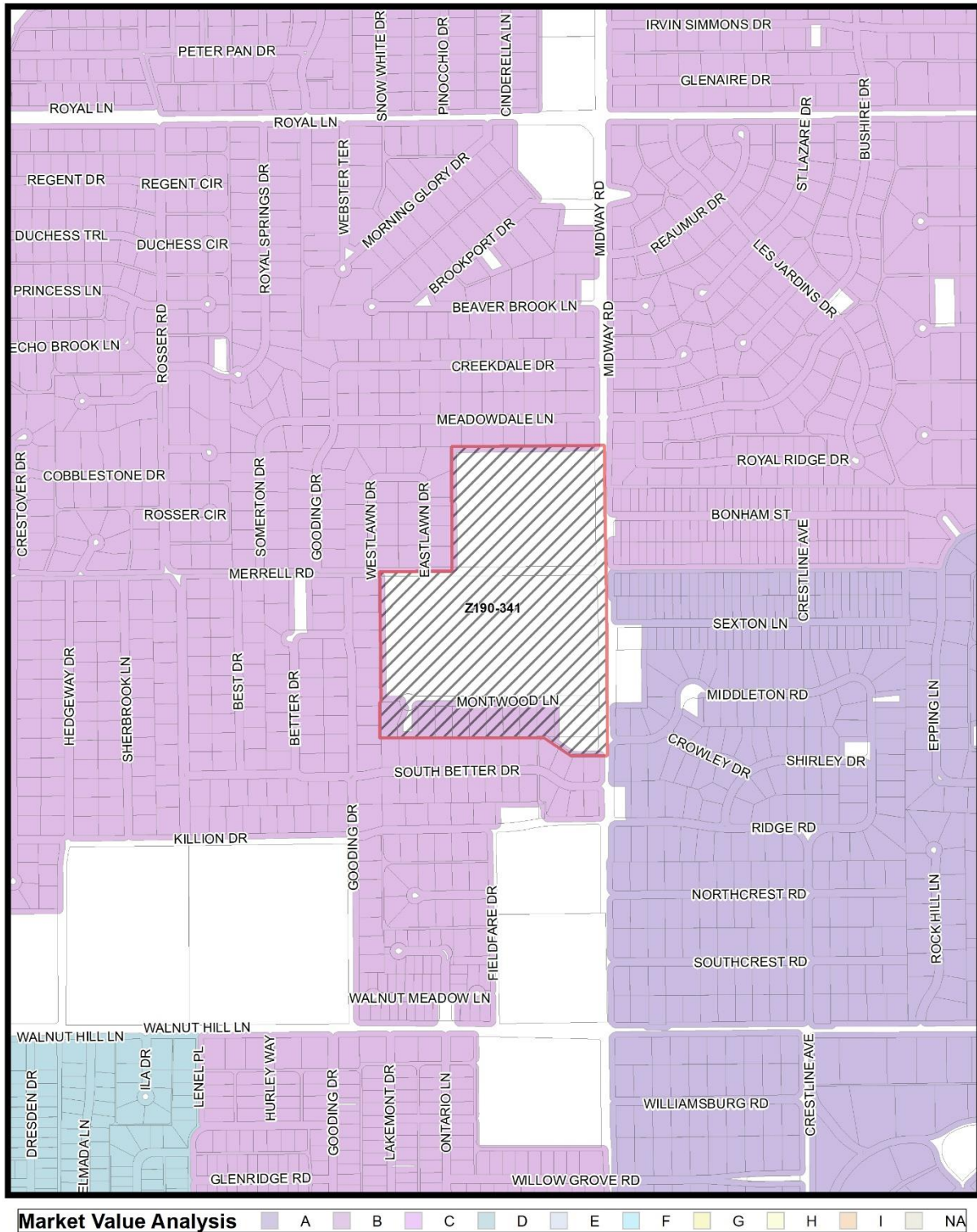
11. GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the City of Dallas.

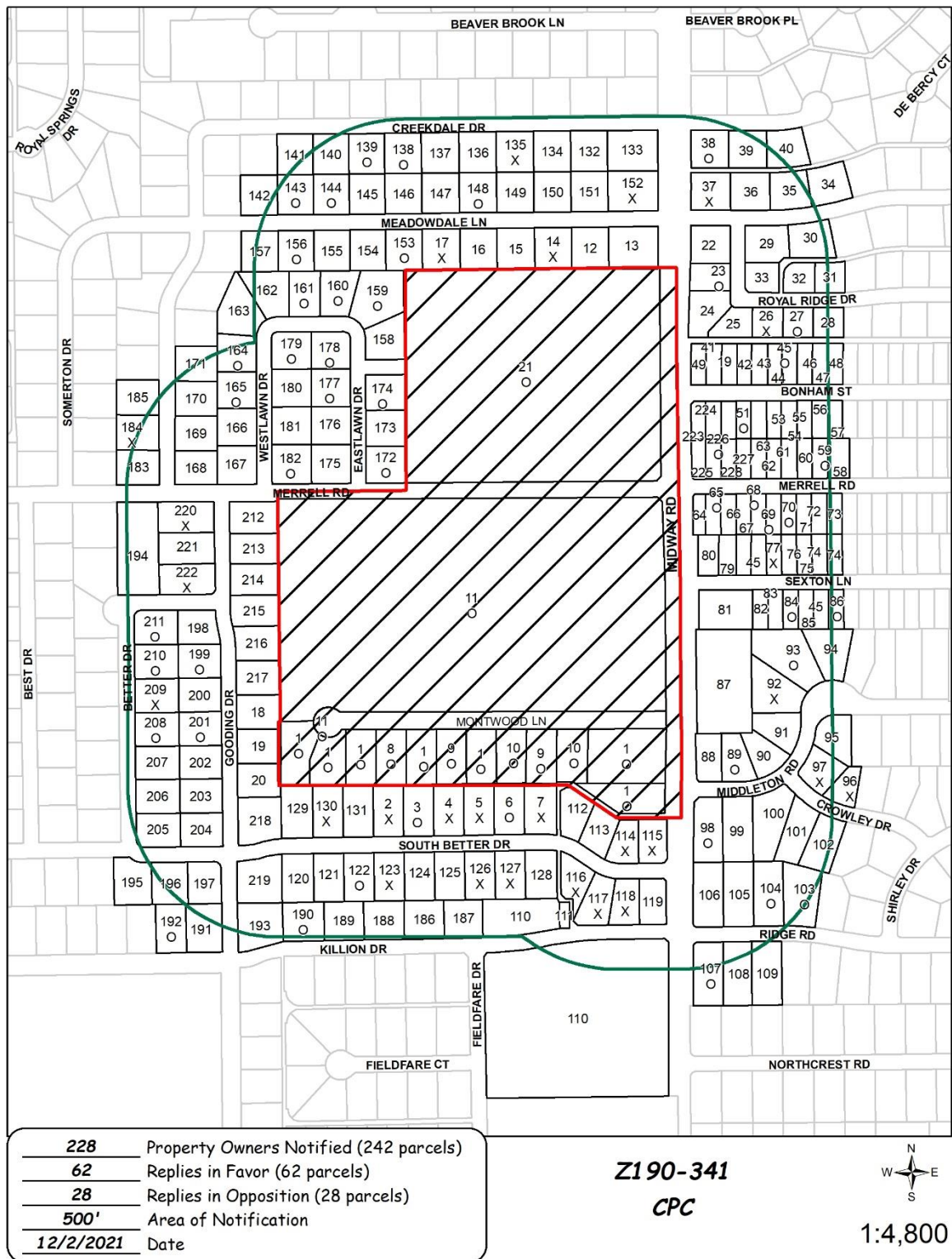












12/01/2021

Reply List of Property Owners***Z190-341******228 Property Owners Notified 62 Property Owners in Favor 28 Property Owners Opposed***

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
O	1	10163 MIDWAY RD	EPISCOPAL SCHOOL OF DALLAS INC
X	2	4083 S BETTER DR	FAY WILLIAM J & RACHIDA
O	3	4107 S BETTER DR	WHITHAM JOHN C & DAYA C
X	4	4115 S BETTER DR	SMITH DAVID T & JUANITA M MORROW
X	5	4123 S BETTER DR	PRINGLE JUDY C
O	6	4131 S BETTER DR	SPANN MICHAEL &
X	7	4139 S BETTER DR	OSBORNE CYNTHIA
O	8	4024 MONTWOOD LN	WBL FAMILY INVESTMENTS
O	10	4112 MONTWOOD LN	WBL FAMILY INV INC
O	11	4100 MONTWOOD LN	EPISCOPAL SCHOOL DALLAS
	12	4164 MEADOWDALE LN	SABO KAY
	13	4170 MEADOWDALE LN	DAY LILLY P
X	14	4156 MEADOWDALE LN	JACOBS PATRICIA E
	15	4146 MEADOWDALE LN	COSTON KAREN ANNE &
	16	4136 MEADOWDALE LN	BRAUN CARLISLE & VALERIE REYES
X	17	4126 MEADOWDALE LN	VETTER SALLY LUCIA
	18	10238 GOODING DR	STEINBERG LAURIE DODIC
	19	4211 BONHAM ST	STEWART STANLEY
	20	10218 GOODING DR	WU-GILBERTSON MEIYAO
O	21	4121 MERRELL RD	EPISCOPAL SCHOOL DALLAS
	22	4210 ROYAL RIDGE DR	SHATTUCK DONNA ANNE
	24	4224 ROYAL RIDGE DR	SAVVY HOMES LLC
	25	4230 ROYAL RIDGE DR	BALL GEORGE A &
X	26	4238 ROYAL RIDGE DR	RUIZ MARK
	28	4254 ROYAL RIDGE DR	FISHER JAMES AUSTIN &
	29	4222 MEADOWDALE LN	HOMAN GREGORY W &

12/01/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	30	4232 MEADOWDALE LN	HIGNITE MATTHEW TODD & SARA ROWE
	31	4253 ROYAL RIDGE DR	SKINNER JANET FAMILY TR EST &
	32	4245 ROYAL RIDGE DR	WEST JEAN CAROLYN
	33	4237 ROYAL RIDGE DR	HENNING TIMOTHY C
	34	4241 MEADOWDALE LN	OTTEN IAN & SERAFINA
	35	4231 MEADOWDALE LN	FEUER IAN & KATIE
	36	4221 MEADOWDALE LN	GARTIN JOSEPH T
X	37	4209 MEADOWDALE LN	MUSSELMANPLATT KRISTINE
	39	4220 CREEKDALE DR	REDFIELD DAVID L & CAROL L
	40	4230 CREEKDALE DR	COURIE RACHEL
	41	4207 BONHAM ST	CSH PROPETIES II LLC
	42	4215 BONHAM ST	SEALE JENNIFER
	43	4219 BONHAM ST	AMMON IRENE A
	44	4223 BONHAM ST	AGUINAGA JESUS & MARIA E
	45	4217 SEXTON LN	GAVCAYLN LLC
	46	4231 BONHAM ST	WEATHERS SUE K & RAYMOND D
	47	4235 BONHAM ST	PANG PAUL S
	48	4239 BONHAM ST	EDWARDS GEORGE M &
	49	4203 BONHAM ST	ALANIS JESSE II &
	50	4210 BONHAM ST	Taxpayer at
	52	4218 BONHAM ST	SECTOR CAPITAL LLC
	53	4222 BONHAM ST	LIVELY STAR INVESTMENTS LLC
	54	4226 BONHAM ST	MURRAY DAVID A & SUZANNE P
	55	4230 BONHAM ST	Taxpayer at
	56	4234 BONHAM ST	LEMMONS KIMBERLY ANN
	57	4238 BONHAM ST	DOMINUS PPTIES INC
	58	4239 MERRELL RD	EDWARDS GEORGE M &
O	59	4235 MERRELL RD	MAYO JOAN ELIZABETH
	60	4231 MERRELL RD	STAPP CLAY RYAN
	61	4227 MERRELL RD	BOURG JOHN B JR
	62	4223 MERRELL RD	CRAWFORD TODD &

12/01/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	63	4219 MERRELL RD	JP LEASING LLP
	64	4202 MERRELL RD	DO TUAN ANH &
	66	4210 MERRELL RD	PHILLIPS JAN ELIZABETH
	67	4214 MERRELL RD	TAN SIMON & JENNIE CHAN
	71	4230 MERRELL RD	PHILIPS STEVEN T &
	72	4234 MERRELL RD	ICKES HANA
	73	4238 MERRELL RD	EMPIRE RENTALS LLC
	74	4237 SEXTON LN	REPUBLIC STANDARD LAND FUND LLC
	75	4229 SEXTON LN	HOWARD DEBRA L
	76	4225 SEXTON LN	GARDNER MARK S
X	77	4221 SEXTON LN	MORRIS JEFFREY J &
X	78	4213 SEXTON LN	CARDER HENRY M
	79	4209 SEXTON LN	GERRITS JOHN R JR &
	80	4205 SEXTON LN	JOHNSON DAWN DENISE
	81	10246 MIDWAY RD	EGELSTON PARTNERS LTD
	82	4216 SEXTON LN	WOOD MARK J &
	83	4220 SEXTON LN	HRBACEK ERIC J
	85	4228 SEXTON LN	VINEYARD JAMES GARY &
O	86	4236 SEXTON LN	HANNIGAN LINDA L
	87	10218 MIDWAY RD	MIDWAY 10242 LLC
	88	4207 MIDDLETON RD	BROADY JOHN &
	90	4223 MIDDLETON RD	Taxpayer at
	91	4237 MIDDLETON RD	STUART AMALIA R
X	92	4243 MIDDLETON RD	WOODS WILLIAM & KELLY
O	93	4303 MIDDLETON RD	WINSKI LOUIS R & LINDA H
	94	4311 MIDDLETON RD	DOUGHTY KYLE E
	95	4306 MIDDLETON RD	BARNES DENNIS M & MARTHA G
X	96	4315 CROWLEY DR	MORAN MICHAEL J & KATHARINE W
X	97	4307 CROWLEY DR	VUCKOVICH MICHAEL ALAN & BEVERLY BERRY
O	98	4206 MIDDLETON RD	JOSHI SAFAL K &
	99	4214 MIDDLETON RD	WELLS SCOTT & CAMMY

12/01/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	100	4222 MIDDLETON RD	VANZANDT PATRICIA & JAMES B
	101	4314 CROWLEY DR	WESTON J MICHAEL EST OF & LAURA
	102	4322 CROWLEY DR	MARTINEZ MARTIN J & LESLIE R
O	104	4223 RIDGE RD	SWANN STEPHEN & CAROLYN
	105	4215 RIDGE RD	WILLIAMS CLIFFORD K TR
	106	4207 RIDGE RD	KNIGHT JAMES BRIAN &
	108	4214 RIDGE RD	EOFF BRANDON C & BOPHA C
	109	4222 RIDGE RD	ELKIN ROBERT
	110	10115 MIDWAY RD	Dallas ISD
	111	4143 KILLION DR	WALNUT HILL ELEM PTA
	112	4143 S BETTER DR	SINTOBIN YOLANDA
	113	4147 S BETTER DR	PHAN NAM & LISA
X	114	4151 S BETTER DR	BARTOLOMEO ROBERT M & DEBRA A
X	115	4155 S BETTER DR	ZALLY NANCY M
X	116	4144 S BETTER DR	WASHAM CORA DIANE
X	117	4148 S BETTER DR	BLOODGOOD THOMAS M &
X	118	4152 S BETTER DR	IVAN DOUGLAS M
	119	4156 S BETTER DR	HUNT JERMAINE A & GEORGINA
	120	4058 S BETTER DR	MUFTI ARJMAND
	121	4066 S BETTER DR	Taxpayer at
X	123	4082 S BETTER DR	LEW RICTOR S &
	124	4106 S BETTER DR	RYAN PATRICK JOACHIM JR & JEAN M
	125	4114 S BETTER DR	Taxpayer at
X	126	4122 S BETTER DR	ROGERS DAVID &
X	127	4130 S BETTER DR	MCKINNEY JANICE REVOCABLE
	128	4138 S BETTER DR	KLEIN NATHANIEL
	129	4059 S BETTER DR	SZUCS DORA AMANDA
X	130	4067 S BETTER DR	BEST RANDOLPH B JR &
	131	4075 S BETTER DR	MEZGER GUY
	132	4164 CREEKDALE DR	SORENSEN ERIC MICHAEL
	133	4170 CREEKDALE DR	COOPER PAUL & TAMMY

12/01/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	134	4156 CREEKDALE DR	HUERTA CHRISTOPHER T &
X	135	4146 CREEKDALE DR	STALDER JAMES W
	136	4136 CREEKDALE DR	VANPELT AARON
	137	4126 CREEKDALE DR	PROSPECT CUSTOM HOMES
O	138	4116 CREEKDALE DR	OWENS DONALD PATRICK &
O	139	4106 CREEKDALE DR	ADAMS MARK W & ALLYSON N
	140	4078 CREEKDALE DR	PITTMAN CHRISTOPHER K &
	141	4070 CREEKDALE DR	BOYD CANDACE
	142	4061 MEADOWDALE LN	MILLER RUDOLPH III
	145	4107 MEADOWDALE LN	BISHOP MASON & ANN MARIE
	146	4117 MEADOWDALE LN	HILL JEAN M
	147	4127 MEADOWDALE LN	Taxpayer at
	149	4147 MEADOWDALE LN	HIRSCHHORN STACEE S
	150	4157 MEADOWDALE LN	WEIDENBAKER TODD A &
	151	4165 MEADOWDALE LN	DURAN CHARLES P &
X	152	4171 MEADOWDALE LN	BARRY KENNETH & BEVERLY R
O	153	4116 MEADOWDALE LN	TYRA MELISSA K & JEREMY L
	154	4106 MEADOWDALE LN	SERRECCHIA MICHAEL &
	155	4078 MEADOWDALE LN	SPICER HARRY DIESTIN JR
O	156	4070 MEADOWDALE LN	NOBLIN MARK EDWARD &
	157	4060 MEADOWDALE LN	LATTANZIO DOUGLAS E &
	158	10506 EASTLAWN DR	SHAAF SAM
O	159	10512 EASTLAWN DR	BARANSKI CHRISTIE MATTER
O	160	4077 NORTHLAWN DR	PETERSEN JORN & MICHELLE MARY
O	161	4071 NORTHLAWN DR	MASON DAVID C
	162	4061 NORTHLAWN DR	STAHL MARK KELLEY
	163	10515 WESTLAWN DR	CARR KEVIN
O	164	10507 WESTLAWN DR	DESANDERS LINDA COCKRELL
O	165	10425 WESTLAWN DR	HONG ARTHUR &
	166	10415 WESTLAWN DR	MARIGOT CAPITAL LLC
	167	10405 WESTLAWN DR	SKORA JOSHUA

12/01/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	168	10404 GOODING DR	HART JASON F & ERIN H
	169	10412 GOODING DR	OSULLIVAN EVIN &
	170	10420 GOODING DR	BOLLE DAVID S & MISTY L
	171	10510 GOODING DR	SWEITZER PATSY RUTH
	173	10414 EASTLAWN DR	SHELTON KIMBERLY A
O	174	10424 EASTLAWN DR	TIMMONS W THOMAS &
	175	10405 EASTLAWN DR	EVML HOLDINGS LLC
	176	10415 EASTLAWN DR	ZHAO RANRAN &
O	178	10507 EASTLAWN DR	DUWE DOUGLAS D &
O	179	10506 WESTLAWN DR	MINIX DOYLETTA
	180	10424 WESTLAWN DR	PHIPPS ERROL S
	181	10414 WESTLAWN DR	RICE KEVIN DAVID
O	182	10404 WESTLAWN DR	MILLSAP LINDA &
	183	10405 GOODING DR	Taxpayer at
X	184	10411 GOODING DR	MILAZZO DAVID &
	185	10419 GOODING DR	VERGES LAURIE SUTOR
	186	4123 KILLION DR	CANADA WILLIAM R LIFE ESTATE
	187	4131 KILLION DR	JONES GERALD W
	188	4091 KILLION DR	POMATTO CHARLES V LIFE ESTATE
	189	4081 KILLION DR	RUBIO AUGUSTIN C &
O	190	4071 KILLION DR	BUTLER WILLIAM M
	191	4059 KILLION DR	TODD PEGGY L
	193	10142 GOODING DR	INTERRANTE JASPER &
	194	4018 MERRELL RD	MERRELL CEMETERY
	195	4016 S BETTER DR	KANESS TIMOTHY M
	196	4022 S BETTER DR	BEAZLEY KATHLEEN
	197	4030 S BETTER DR	ZAMUDIO LILA CATALDO
	198	10259 GOODING DR	USA KAUL ENTERPRISES INC
O	199	10251 GOODING DR	CAPORAL CHRISTY C
	200	10243 GOODING DR	ROARK ROSS E & STEPHANIE J
	202	10223 GOODING DR	HILL DEVIN E II &

12/01/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	203	10215 GOODING DR	LEGACY MICHAEL J &
	204	10207 GOODING DR	FISHLOCK BRUCE A &
	205	10222 BETTER DR	HARRISON STREET PROP LLC
	206	10230 BETTER DR	Taxpayer at
	207	10238 BETTER DR	KEATING THOMAS & LORRAINE
O	208	10246 BETTER DR	Taxpayer at
X	209	10254 BETTER DR	OYSTER COLIN M
O	210	10262 BETTER DR	KAPRAL MARILYN DAMMIER
O	211	10270 BETTER DR	ALLEN STEVE L
	212	10322 GOODING DR	HAMMETT ERLINE LIVING TRUST
	213	10314 GOODING DR	RILEY MICHAEL J
	214	10306 GOODING DR	BELL JULIE S
	215	10264 GOODING DR	GILES JEREMY D & MELISSA J
	216	10254 GOODING DR	SHERMAN ANTHONY JOSEPH &
	217	10246 GOODING DR	WANDEL JACK L
	218	10210 GOODING DR	GOLDENBAUM MICHAEL &
	219	10152 GOODING DR	COURSEY RAYMOND A
X	220	10323 GOODING DR	FARRY JOHN A
	221	10315 GOODING DR	SMARTT MICHAEL A & STEVA
X	222	10307 GOODING DR	BAKER SCOTT A
	223	4202 BONHAM RD	HOLZ & STEIN CUSTOM HOMES LLC
	224	4206 BONHAM RD	KONG YONGLI &
	225	4203 MERRELL RD	MCCOMBER RYAN & CORI
	227	4215 MERRELL RD	CHI SUE M & JUNG I
	228	4211 MERRELL RD	MOORE JAMES R
O	A1	4215 MIDDLETON RD	GOODE DIANNE HELEN DIEZ
O	A2	4227 BONHAM ST	GAVCAYLN LLC
O	A3	4214 BONHAM ST	WILLIAMS RALPH C & TERRI ANNA
O	A4	4071 MEADOWDALE LN	JACKSON FRED & ANGELA
O	A5	10235 GOODING DR	SHAFIR & MUNIR ENTERPRISES INC
O	A6	4222 MERRELL RD	BGA REALTY LLC

12/01/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
O	A7	4137 MEADOWDALE LN	ZEPPA CHRISTOPHER A & MELINDA L
O	A8	4226 MERRELL RD	TTB HOLDING GROUP LLC
O	A9	4216 MERRELL RD	REPPAS DIMITRIOS & ATHANASIA
O	A10	4246 ROYAL RIDGE DR	BARR TRAVIS J
O	A11	4218 ROYAL RIDGE DR	Taxpayer at
O	A12	4224 SEXTON LN	MACLAREN KYLE A &
O	A13	4207 MERRELL RD	CLINE BRIAN J & BRANDI NICOLE
O	A14	4079 MEADOWDALE LN	PAYNE LINDA
O	A15	4206 MERRELL RD	DURANTE EMILY BRIGHT
O	A16	4051 KILLION DR	WENNER MARY BETH
O	A17	4200 RIDGE RD	MOSS FREDERICK C
O	A18	4210 CREEKDALE DR	KENNEDY THOMAS M & NANCY
O	A19	10404 EASTLAWN DR	CHA CHOON H & AUDREY Y
O	A20	10425 EASTLAWN DR	AKER CATHERINE W
O	A21	4004 MONTWOOD LN	EPISCOPAL SCHOOL OF DALLAS INC
O	A22	4010 MONTWOOD LN	EPISCOPAL SCHOOL OF DALLAS INC
O	A23	4020 MONTWOOD LN	EPISCOPAL SCHOOL OF DALLAS INC
O	A24	4030 MONTWOOD LN	EPISCOPAL SCHOOL OF DALLAS INC
O	A25	4106 MONTWOOD LN	EPISCOPAL SCHOOL OF DALLAS INC
O	A26	10215 MIDWAY RD	EPISCOPAL SCHOOL OF DALLAS INC
O	A27	4100 MERRELL RD	EPISCOPAL SCHOOL DALLAS
O	A28	4036 MONTWOOD LN	WBL FAMILY INVESTMENTS INC
O	A29	4120 MONTWOOD LN	WBL FAMILY INVESTMENTS INC
O	A30	4126 MONTWOOD LN	WBL FAMILY INV INC
O	A31	4231 RIDGE RD	AINSWORTH JASON & JOHANNA
O	A32	4074 S BETTER DR	KALLASSY CHARLES A &